

Unionville Ratepayers Assoc.

This message and the attached report is being sent to those with an interest in the recent URA Markham Growth Survey. **Our report on the results is attached.** There is a 3 page summary and six Appendices which include all the insightful comments left by respondents.

The distribution list includes URA members, Ward 3 residents who requested an email response, members of Town Council, members of Town staff and others who have expressed an interest or have participated in the processes leading up to our survey.

I will let the report speak for itself. However, the URA Markham Growth Committee would like the following closing comments communicated to you:

- Our members think **managing growth is very important.** We saw evidence of this with the results of our URA Annual Issues Survey in November 2009 when Managing Growth was selected as the Number One most important topic for 2010.
- Prior to today, the **URA had no official position on the Growth Options.** We did not know our members' views.
- **Our members have made the effort to be informed** on the complex subject of managing growth. 75% of those responding to our survey say they have attended Town meetings or read Town material. 75% say they are familiar with the Foodbelt proposal. A robust **45% of URA households responded** to our survey.
- **The survey results from URA households are mixed** (and some could not choose) on the question of the preferred Growth Options. There is no strong clear preference and as a result our **"no official position" is unchanged.**
- We asked a transit question in the survey and our members have indicated an **astonishing willingness to use all forms of transit if the services were much improved.**
- The last several months has been a very positive exercise in democratic process and public consultation. We note that the consultation process started 2 years ago, but the public did not largely get engaged until the last 3 months. **The Town should reevaluate how it can continue to have strong public engagement on important issues on an ongoing basis.** The URA would be pleased to partner with the Town on such endeavors.

Regards

Harry Eaglesham
President
Unionville Ratepayers Association

URA Markham Growth Survey

FINAL REPORT of the URA Markham Growth Committee

April 19, 2010

Background

The online URA Markham Growth Survey was conducted by URA from April 10-17, 2010. The SurveyMonkey program was used.

The purpose of the survey was to determine the views of URA households and Ward 3 households on their preferences for the Growth Options which Markham Council is considering.

A link to the survey was emailed to all 220 URA households that provide URA with an email address. A link to the survey was also posted on the URA website and Ward 3 Councilor Don Hamilton mailed notices to Ward 3 households (approximately 10,000) as well as placed an advertisement in the Economist and Sun urging residents to participate in the survey. However, for reasons outside Councilor Hamilton's control, many households did not receive these notices

Prior to the survey, the URA members were encouraged to attend Town and URA meetings on the subject and to read various material which was provided directly and posted on our website.

The survey asked respondents:

- If they had attended meetings or reviewed material on the Growth subject
- what their preference was for the growth options being reviewed by Town Council
- what their Transit use is and would be if we it were much improved
- to leave comments if they wished

The actual survey is shown in Appendix A on page 4.

The results which follow are reported in two segments (URA households and non-URA households) and are not consolidated for the reasons explained in Appendix B on page 7.

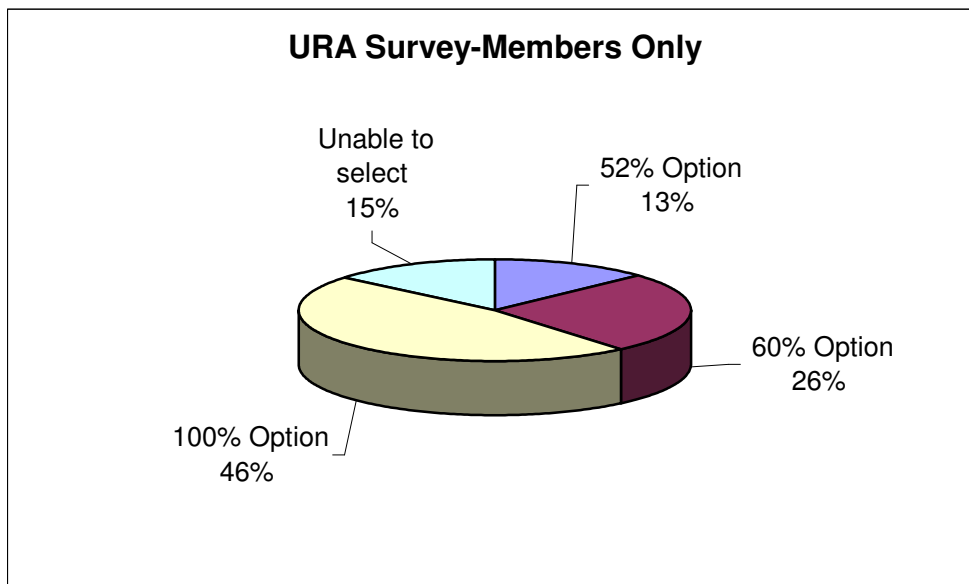
We have attempted to report the results without editorial comments and without drawing inference or conclusions.

Results: URA Households Only

For details refer to Appendix C on page 8. A summary is below.

- There were 97 responses, a **45% response rate**.
- On the question regarding review of material and attending meetings, URA households responded that **72% attended Town meetings/read Town materials and 75% said they were familiar with the Foodbelt Proposal**.
- On the Growth Options question, URA households responded as follows:

OPTION	Responses	%
52% Intensification	13	13%
60% Intensification	25	26%
100% Intensification	45	46%
Unable to select	14	15%
Total	97	100%



Note 1: Margin of Error with a 95% confidence level is 7.5% (source: RMPD Market Research)

Note 2: with the techniques utilized by SurveyMonkey and URA, we are able to have a high level of confidence in the reliability of the URA member results and observed no irregularities.

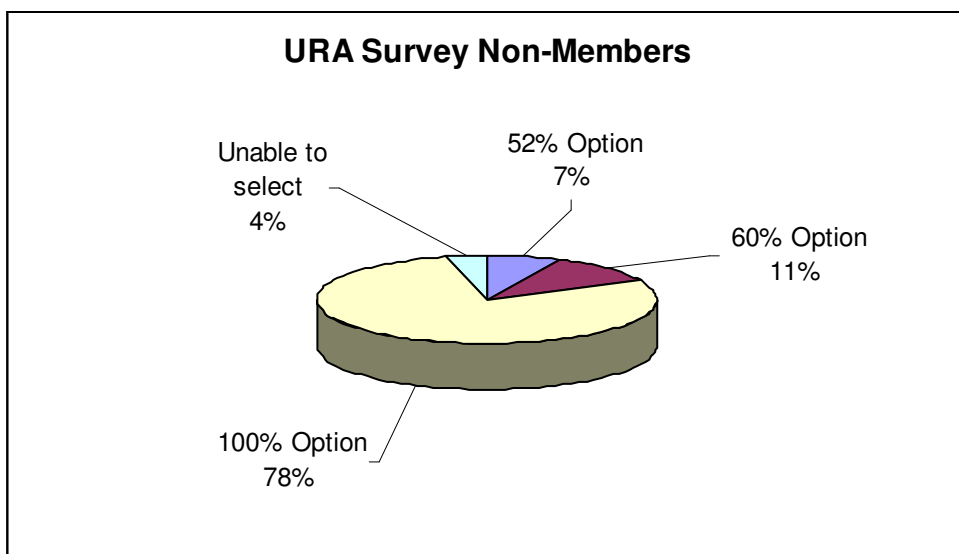
- On the Transit question, URA members showed that they would **dramatically increase their use of Transit if it were greatly improved**: 81% using GO train (up from 38%), 53% using YRT (up from 27%), 52% using VIVA (up from 16%) and 84% using Subway (up from 66%) at least occasionally.
- Many comments were left and these are all included in Appendix D on page 9.

Results: Non – URA Households

For details refer to Appendix E on page 17. A summary is below.

- There were 46 responses, representing **0.5%** of the approximately 10,000 Ward 3 households
- On the question regarding review of material and attending meetings, these non-URA households responded that **64% attended Town meetings/read Town materials and 58% said they were familiar with the Foodbelt Proposal.**
- On the Growth Options question, these non-URA households responded as follows:

OPTION	Responses	%
52% Intensification	3	7%
60% Intensification	5	11%
100% Intensification	36	78%
Unable to select	2	4%
Total	46	100%



Note 1: Margin of Error with a 95% confidence level is 14.7% (source: RMPD Market Research)

Note 2: with the techniques utilized by SurveyMonkey and URA, we are unable to comment on the reliability of the non-URA results (see Appendix B on page 7).

- On the Transit question, the non-URA households showed that they would **dramatically increase their use of Transit if it were greatly improved:** 86% using GO train (up from 62%) , 60% using YRT (up from 32%), 69% using VIVA (up from 34%) and 89% using Subway (up from 73%) at least occasionally.
- Many comments were left and these are all included in Appendix F on page 19.

APPENDIX A - THE SURVEY

URA MARKHAM GROWTH SURVEY

This survey is for Ward 3-Unionville residents in the Town of Markham. It is on the subject of the Growth Options that Markham Town Council is currently considering. If you know little about this subject, we encourage you to review background material on the Unionville Ratepayers Association(URA)website homepage before completing the survey:

www.unionvilleratepayers.com

You may also see more material on the Town of Markham website:

http://www.markham.ca/Markham/Departments/Planning/Studies/Studies_Growth.htm

*** 1. This survey is for Ward 3-Unionville residents only. To verify your eligibility, please enter your postal code followed by your family name below. All responses to this question will be treated as confidential. Only one survey result per household is permitted.**

2. Which of the following apply to you?

- ☐ I have attended Town meetings or read Town material on Markham's Growth Management
- ☐ I have attended URA meetings or read URA material on Markham's Growth Management
- ☐ I have read newspaper articles on Markham's Growth Management
- ☐ I am familiar with the Foodbelt Proposal
- ☐ I am a Unionville Ratepayers Association (URA) member.

*** 3. The Town of Markham has identified three Alternatives for Accommodating Growth in order to comply with the Provincial government's population growth mandate going forward to the year 2031. Two of the options would entail developing lands north of Major Mackenzie.**

Taking all factors into consideration, which Growth Option do you prefer? (Definition of intensification: "development of an area at a higher density than currently exists").

- ☐ 52% intensification (York Region's Adopted Official Plan Option): requires development by 2031 of 607 hectares for residential and 557 hectares for employment using currently undeveloped lands
- ☐ 60% intensification (Town Staff's Preferred Growth Option): requires development by 2031 of 600 hectares for residential and 300 hectares for employment using currently undeveloped lands
- ☐ 100% intensification (known as No Urban Expansion Option- aligns with Foodbelt proposal): requires no additional undeveloped lands to be developed. All development will be within currently approved development areas.
- ☐ I am unable to make a selection (leave a comment below if you wish).

Comments on this Question

4. If you are not currently a URA member (who will receive results by email) then you may wish to check any of the following and leave your email address below if you would like some follow-up.

- ☐ I would like to be notified by email of survey results.
- ☐ Please add my email address to the URA "Unionville E-News" list so I can be kept up to date on issues and events in Ward 3-Unionville.
- ☐ Please send me URA membership information

Email address:

5. OPTIONAL QUESTION ON TRANSIT

All of the growth options assume that Markham will have an improved transit system and that residents will use it more frequently. Please provide us with the following information about your current transit use and your expected usage in the future if service is much improved:

	Frequency: Now	Frequency: If Much Improved
GO train	<input type="text"/>	<input type="text"/>
York Region buses	<input type="text"/>	<input type="text"/>
VIVA buses	<input type="text"/>	<input type="text"/>
Subway	<input type="text"/>	<input type="text"/>

6. If you have any other general comments please leave them in the space below.

APPENDIX B – Reliability of Results

Over the last couple of years, the URA has conducted several surveys of its members using the online SurveyMonkey program. As a result, we have experience in sending invitations to our members, gathering responses and presenting the results.

Through this experience and the reliability tools available through SurveyMonkey, we can carefully monitor responses to be sure that they are reliable and there are no irregularities. Achieving high response rates (such as the 45% of this survey) and using these reliability tools, gives us a high level of confidence in the reliability of our URA surveys.

For this survey, we decided to make it available to the broader Ward 3 residents (10,000 households). We had no prior experience trying to gather responses from the broader population. However, it was designed so that we could track URA household responses separately.

For the non-URA households, response rate from the broad population was very small (less than 1%) and by the nature of a broad population online survey, the same reliability tools are not applicable.

For these reasons (response rates and reliability testing), we are reporting the results separately and not on a consolidated basis.

APPENDIX C – SURVEY RESPONSES:URA MEMBERS

97 responses out of 220 invitations sent (**45.3% response rate**)

Question 2: Which of the following apply to you? **% Response (97 responses)**

I have attended Town meetings or read Town material on Markham's Growth Management.	72.2%
I have attended URA meetings or read URA material on Markham's Growth Management .	68.0%
I have read newspaper articles on Markham's Growth Management.	86.6%
I am familiar with the Foodbelt Proposal	75.3%

Question 3:. The Town of Markham has identified three Alternatives for Accommodating Growth in order to comply with the Provincial government's population growth mandate going forward to the year 2031. Two of the options would entail developing lands north of Major Mackenzie. Taking all factors into consideration, which Growth Option do you prefer? (Definition of intensification: "development of an area at a higher density than currently exists").

	Response Percent	Response Count
52% intensification (York Region's Adopted Official Plan Option): requires development by 2031 of 607 hectares for residential and 557 hectares for employment using currently undeveloped lands	13.4%	13
60% intensification (Town Staff's Preferred Growth Option):requires development by 2031 of 600 hectares for residential and 300 hectares for employment using currently undeveloped lands	25.8%	25
100% intensification (known as No Urban Expansion Option- aligns with Foodbelt proposal):requires no additional undeveloped lands to be developed. All development will be within currently approved development areas.	46.4%	45
I am unable to make a selection (leave a comment below if you wish).	14.4%	14

Note: 25 Comments left for this question (see Appendix D)

Question 5: OPTIONAL QUESTION ON TRANSIT: All of the growth options assume that Markham will have an improved transit system and that residents will use it more frequently. Please provide us with the following information about your current transit use and your expected usage in the future if service is much improved:

Frequency: Now

	<i>Never</i>	<i>Occasionally</i>	<i>Often</i>
GO train	61.1% (58)	33.7% (32)	5.3% (5) 95
York Region buses	73.1% (68)	23.7% (22)	3.2% (3) 93
VIVA buses	83.9% (78)	14.0% (13)	2.2% (2) 93
Subway	33.7% (31)	62.0% (57)	4.3% (4)

Frequency: if Much Improved

	<i>Never</i>	<i>Occasionally</i>	<i>Often</i>
GO train	19.5% (17)	59.8% (52)	20.7% (18)
York Region buses	46.6% (41)	38.6% (34)	14.8% (13)
VIVA buses	47.7% (41)	38.4% (33)	14.0% (12)
Subway	16.1% (14)	60.9% (53)	23.0% (20)

Question 6: If you have any other general comments please leave them in the space below.

32 Comments were left. See Appendix D

Appendix D: Comments from URA Households

COMMENTS for Question 3

1. Town infrastructure is already unable to handle new growth. We should be addressing gridlock we have on present roadways, hospitals, Doctor availability before we introduce increased populations to the area. Improve transit (routes and times) before development.
I am only voting this way as it is the better of the 2 choices.
2. I would prefer no intensification at all, especially not in the undeveloped lands/ food belt.
Therefore if i have to choose, I would say the least intensification, and not in the food belt at all.
3. there are so many options available to us to make intensification palatable. Let's make good use of them. Throwing away yet another tract of first class farm land does not make sense. There will always be a reason why it is more practical to just develop that open land. Why not instead have the government buy the land in question at a reasonable price and then lease it to farmers to do organic farming. That is the business of the future! We'd protect the air we breathe, our watershed!, and provide HEALTHY food.
4. We strongly support protection for greenbelt, foodbelt and farmland.
5. I like the idea of keeping a food belt, but also sympathize with the farmers. They should be able to do whatever they want with their land. Having said that, my preference would be to see growth take place, after the infrastructures are in place ie: more schools, hospitals, transit.....currently we seem to be doing things in reverse.
6. I don't understand why we have to just roll over and accept the "Provincial Growth Mandate" in the first place. The morons at Queens Park are doing such an excellent job of screwing up everything within their jurisdiction, Health, Energy, Infrastructure, to name a few, that we are insane to follow their directives as if they are writ in stone by some divine hand. We have enough smart people around York, we can manage our own growth.
7. Do not believe we need growth and do not support the huge influx of people into an area that is already showing strains of congestion. Do not believe we should be mandated to ANYTHING! We live in a democratic society, we thought.....
8. There is plenty of undeveloped land within non-farmland York region. I favour high-calibre development for residential and business in the same style as I see in Markham Centre. Luxury condos and vertical space for major employers is what is needed to control sprawl, make transit viable, and stop the increase in taxes for low-use municipal services (sewers, roads, lighting, etc.)
9. Just joined URA recently and am not informed enough to make comment.---thank you
10. feel there should have been a 5th option - exemption from the Growth Plan. The province has arbitrarily imposed a growth mandate on the region & we are left with the unenviable choice of either encroaching into the Whitebelt lands to varying degrees or facing 100% intensification within the current boundaries. The manner in which this argument has been framed is unacceptable. I feel that all levels of government should be actively supporting and encouraging farming and the preservation of the Whitebelt from development. It is a matter of concern to us now and vital to

future generations. Opposition to the first two growth options leaves only the punishing option of 100% intensification which would have massive repercussions on the community and severely stress the infrastructure. It is disheartening that given the exceptional and irreplaceable quality of Markham's farmland a case could not be made for exempting it from the Growth Plan. Our politicians stress that growth is necessary to sustain our community and that without it programs and services would have to be cut. But are we to grow indefinitely? Can we grow indefinitely? At some point the region will run out of growth options - how will it sustain itself then? This question will have to be asked at some point and I say it should be asked now before we have irreversibly depleted our farmland, groundwater and natural resources. All the political rhetoric about sustainability, green options and environmental protection is empty if something as unique as Markham's prime farmland cannot be protected. My option to the Markham Growth dilemma would be to seek exemption from the Growth Plan.

11. Development is important, but it should also be environmentally and humanly sustainable.

12. I am still undecided between the 60% intensification option and the 100% intensification option.

13. If Shapiro and Burke are correct, 60% or something else less than 100% may be feasible, even with the "Food Belt", if other municipalities are prepared to pick up the extra density. I know there is a great deal of scepticism that this is possible, but it should not be dismissed out of hand.

14. I do not agree that most of the intensification should be located in Unionville, The impact on our village and the naming of the development MARKHAM Centre is a real concern to me. The high rate of crime and quality of life for residents in high density locations and the impact on surrounding areas should be a concern to everyone. My underlying feeling is that since the Ontario government is not funding transportation initiatives to serve such an intense population (or even the transportation needs at the current population) should nullify the province's order to accept higher populations that we can support with current infrastructure. I also believe that the order to accept unsupportable growth, especially in Unionville is directly related to the desire of developers to market 'Unionville' addresses.

Why do the developments currently approved (Beckett farm, Cornell, etc.), not count against the intensification goal?

The whole issue of a policy to reimburse farmers for their land, and to ensure there is a way to enable new generations of farmers that would be able to use the foodlands without being 'tenant' farmers needs to be addressed and solved. The government doesn't even have programs to promote and ensure the future of farming in Ontario schools, let alone the provision of affordable lands for them. Until these issues are addressed and before all farmland is developed, we cannot make decisions that will seal our future and ability to sustain our food supply and healthy communities.

The developers should be part of the solution, not creating the problems and then leaving the solutions (to say nothing of the costs) to the taxpayers.

Our council members and (Regional Council) are answerable to their constituents, NOT the Provincial government who know nothing (and seem to care less) of our current gridlock and transit woes.

15. There should be an option for "Other" as those taking this survey may have an alternative opinion, i.e. <52% intensification = property rights of land owners (farmers) and developers etc.

16. Although this is the Town's preferred option, I would still prefer a higher degree of intensification, in the area of 70-75%.

17. Despite the difficulty in choosing this option since increased numbers of apts and townhouses may result, I believe that this can be done without high rises greater than 6-10 stories. As well, I do not believe that consideration has been given to the number of baby boomers that will want fewer home responsibilities. This group also does not want to be relocated "to the boonies" with no easily accessible services on site. Personally, I want to be "where the action is" so I expect that libraries, parks and rec facilities, shopping and entertainment will be incorporated into any plans for these areas. I would expect that child care facilities and schools would be in place for those with young children. As well there had better be thought re how to make new development "green" as this is the way of the future. I am totally excited about maintaining farm land as we need a way to have healthy food and water within our boundaries. It is time that greater consideration be given to having people, companies and services locating further north so that all can share in revitalization. The GTA can not be all things to all people. The rest of Ontario needs greater development opportunities too. The bottom line is that services and infrastructure are critical to make any of this work and if they can not be done "on time" then rethink the whole proposal. Don't use the economy as an excuse!

18. Once you've taken....you can't give back!! We have the best agricultural land around...and are proposing building on it. Gone is gone!! We have to quit being self-centered, thinking only of ourselves....what about future generations. The population is increasing dramatically....where will the land to grow crops come from!! Quit the urban sprawl...think of future generations.

19. A balance of greenfield and intensification is required to satisfy the requirements of Places to Grow and market demand. Equally as important through intensification is the scale height and massing of buildings which must respect (both in style and size) adjacent neighbourhoods and greenway systems.

20. Transit system and other infrastructure plans should be in place.

21. My concern is the markham centre development by Sheridan. I would vote for anything that might lessen the burden we feel as Unionville residents.

22. I do not wish to divulge my personal preference.

23. Our lives will be affected negatively by any of these options. The province with their developer friends are driving this and yet this has never been brought to a vote by the people who will be affected.

The only common sense option was for the food belt with maximum 6 story condos/apartments, and this needs a lot of work to ensure that the farmers own the land.

24. 60% intensification and let other municipalities take the remaining 40%

25. The Town could explore if other municipalities would take some of our allocated growth, but I am not optimistic that this would be successful.

COMMENTS for Question# 6

1. There's no point using transit if it will take 3 times the current commute time and there's no plan I know of to improve this.

2. Great to see traffic calming solution is being removed

3. I firmly believe that Toronto's public transportation is decades behind where it should be. As a student travelling in Europe in 1990, I was impressed with the efficiency and convenience of public transportation. Even in Eastern Berlin, just after the wall had fallen, the public transportation was more efficient than Toronto's is today. I find it impossible to believe that the public transportation for this project and more specifically the Downtown Markham City Centre will be adequate. I work at Yonge and Davisville and it is impossible for me to use public transportation to get there in less than two hours!

4. All infrastructure for additional residents MUST be in place before ANY development takes place. WE cannot afford to let our present situation deteriorate any further.

5. Regardless of which option is selected, we need:

1. coordination between government agencies beyond anything seen in the past
2. a paradigm shift in transit expenditure
3. massive public engagement to get them on board (the plan and the transit)
4. sensitivity and commitment to try and deal with issues raised by special interest groups such as environmentalists and farmers.
5. look to best practises outside our boundaries. Learn from other successes and failures. Our problems are not unique.

6. This is a wealthy area, so transit will be of benefit mainly to students and people going to work. This is a cold country, so i cannot see older adults and parents with children using transit to grocery shop, and wait for buses, carrying heavy parcels. Too cold. Not convenient.

7. I live in Old Unionville, and shop at #7/Woodbine. There is no bus from here to there, so I take the car. I need a special prescription drug, which I get at Bayview/18th line. There is no bus to take me there. I take the car. Everything is so stretched out throughout the region, and little transit to make the connections. I'd love to go to church by bus, but it does not run where I need to go on Sundays.

8. I am opposed to the heavy development in Unionville. As it is, traffic is congested now. I live off Carlton Rd, and it has become insane just to get into and out of my street at rush hour. I also think that more restrictions should be put in place for single family homes. Not have 2 or 3 families reside in one house or apartment. The government assumes that their plan will work in a perfect world, but the reality is that housing is not affordable anymore for single families.

9. I am just about ready to sign on the the Locavore proposals put forth by Councillor Shapero and her shadow. They have almost convinced me that expropriation of private land without compensation is a good thing and that people from the city will actually engage in "agricultural tourism" and pay money to drive to Markham and watch farmers shovel manure. I will be fully convinced and back council on this important drive to "save our farmland", right after they pass a motion to save that nice corn field on the south side of Hwy. # 7, (or is it "Rou Sept", or "Avenue Seven",) between Warden and Sheridan Nurseries.

If they save that corn field, then I will be convinced that they are sincere.

10. Let's not kid ourselves. Development in emerging markets will demand resources the West has taken for granted. It is not unreasonable that the 2.5 billion people in India and China alone will be demanding a higher standard of living. With fuel costs going through the roof within two years, the suburban sprawl we have today will not be viable and property values (and taxes) will drop. Let's get real.

11. There should be local bus service to the Unionville go station throughout the day and in the evening to meet the buses that arrive at the station. There needs to be more parking - the lands to the west of the tracks should be used. Despite the expansion to the parking lot, parking remains difficult. Riders heading southbound on the train in the morning have great difficulty finding seats. There should, therefore, be express trains from Unionville or Centennial, particularly as the Town grows, otherwise there will be no possibility of taking the train from Unionville. The express bus from the Finch subway serving Unionville (#302) needs to run later in the evening. Finally, Union station is a death trap. The platforms are narrow, many of the stairways are narrow, access to the subway is difficult and the complex was not built to accommodate the numbers of passengers served. This is a Unionville issue as the experience at Union will also affect whether or not a passenger elects to take the train.

12. Improved transit system should not be light rail(Street car). I would never use this. Instead, we need a subway line along Hwy 7 to the Young St line. I would use this every day and not need a second car.

13. If development is coming, so should transit.

14. We are seniors & usually drive when we want to go somewhere, which is usually local. If the Go train started earlier in the afternoon, I would probably use it to go to TO. which I don't do now because of the traffic jams & horrible drivers!

15. YOUR CHECK IS IN THE MAIL I THINK

16. Thanks for conducting the survey.

17. Keep in mind that question 5 could be answered many different ways depending upon the household member. I was speaking for myself.

18. 1. If the white belt must be developed, higher density, sufficient to support transit, is essential. Perhaps at higher densities more of it can be preserved.

2. But there are no plans to improve transit in the White Belt. Therefore if it is developed, Angus Glen-type density is the only sort of development possible -- hence lots more traffic and more grid-lock.

3. Higher density residential and commercial in-fill development is essential throughout Markham to relieve pressure on the white belt and to avoid forests of highrises. Of course the debate about the future of the white belt cannot be divorced from debate about the urban form of the rest of Markham.

4. We can deal with the issue in #3 now and preserve the white belt, or we can deal with it in 20 years when we run up against the green belt, even as the pressure to grow intensifies. The end result is very similar, except with one scenario you have the preserved white belt, and with the other you don't.

5. This debate may all be for naught (sp?) The region needs development charges to pay for the "big pipe". This decision may be made by non-Markham regional councillors. I have only just been made aware of this issue. I wonder why it is not being discussed.

19. I feel that any further development before the streamlining and improvement of our transit system will oppose every environmental initiative of Provincial, Regional and Municipal governments and have a huge and irreversible impact on everyone's quality of life and general health and prove a monstrous financial load on Municipal taxpayers to solve after the fact.

The other concern I have is the availability of water. We are already limited in our use of water,

especially in times of low rainfall. Imagine the impact of adding 40,000 more households to the equation.

20. The idea that growth can be stopped in its tracks is naive; whether you choose to use the issue of protecting the foodbelt or the environment as the excuse.

The key issue is actually to ensure the future growth is well planned and managed.

21. IMO, GO Train service has become poorer wrt to timeliness and reliability. It has driven me to consider driving in all summer despite the 50% greater cost in parking alone. That is made up for in the greater flexibility in my travel schedule.

22. Just to be clear, I have no intention of giving up my car until absolutely necessary. The older I get, the more I need it for shopping, visiting friends etc. so make sure there is room for at least 1 car in your development proposals. This is Canada and everything is spread out, especially friends. I have recently been to Europe and they do not have high rises to the extent contemplated in Markham. Congestion is a huge problem there and I would not want to see the same here. If necessary reconsider the growth numbers. European cities often are going underground with tunnels to get in and out of the city. However, there are many more areas for grand squares with no traffic at all and large numbers of people can be out enjoying the squares and meeting their friends. We have the technology to be very green with our buildings and environment, so I hope the developers will produce nothing but LEED platinum buildings.

23. I may be able to improve my lifestyle changes through working locally, so long as appropriate transit investments are made. At this time it is difficult to assess Question 5, due to my employment circumstances. I'm excited and looking forward to future transit investments which we feel that the GTA is decades behind.

Council must make a decision as it relates to growth in Markham.

The Food Belt proposal is interesting and a very intriguing environmental policy move; however, it is unfair to require such a policy on farm land owners without appropriate compensation. Should the Food Belt proposal prevail, Council must create policies for appropriate implementation and monitoring. We feel the URA should have a seat on any committee that deals with growth or Food Belt related policies pending Municipal Council decision re: same. The URA should be continue to be involved directly with growth related matters as Ward 3 includes Markham Centre, a key intensification Regional Centre, as well as several Regional Corridors which are anticipated to have significant transit investment and intensification.

24. This area does not need any additional housing developments. We cannot support an increase in population when there is already insufficient infrastructure to support the growing population. The roads are already congested and full of potholes, the schools overloaded and the hospital overburdened - let's leave well enough alone for a few years until we can deal with what we already have. We need to protect the agricultural lands in Markham/Unionville and we need to protect our lifestyle until someone can figure out a reasonable/rational method of dealing with intensification. Already Highway #7 from the DVP east to Kennedy is becoming an eyesore of tall, ugly buildings and tacky strip plazas. Let's focus on making this initiative work to its best advantage before jumping into more poorly thought out and poorly planned expansions.

Also, with a population of almost 300,000, Markham needs to be designated as a "city" not a town. It's ridiculous that we are referred to as the Town of Markham.

25. In support of Jack Heath's deferred motion to lower the percentage of new residents. The Province has postpone the Transit funding, we should be able to change some numbers too!

A referendum will be great. Hope that democracy will prevail and all interest groups should abide with the majority vote.

26. Markham's growth assumptions regarding increased use of mass transit are totally unrealistic and invalid.

27. Thanks for the opportunity to respond. I definitely feel let down by and unable to trust Markham council to protect its current residents.

28. I am looking forward to the results...and many thanks to Harry and Peter for doing this survey!

29. . !00% intensification option is very dependendt on improved transit. Transit funding is a major question at this point in time. Also, many people who move to the suburbs have a mindset of single detached, semi-detached or townhouse dwellings. The 100% intensification option would require a major shift in mindset as this option would require even more "apartment" like complexes than the other two options. It is going to take time for this mindset shift to happen.... thus I see the 60% option as the most pragmatic at this point in time.

30. Rather than destroying communities and top grade farmland surely we should be creating new or larger communities on marginal land with high speed rail and road links to other centres. I have the feeling that if intensification does occur in Markham that improvements in transit will not occur under provincial or municipal management.

31. Thank you for creating this opportunity to provide input. Please pass the results along to our elected officials.

The meeting you sponsored this week was excellent. Keep doing them.

32. THE YORK REGION TRANSIT SHOULD JOIN WITH THE TTC AND THERE SHOULD BE A SUBWAY ALL THE WAY ACROSS HIGHWAY 7 FROM RESSOR RD TO THE EAST TO THE 427 IN THE WEST. ANOTHER OPTION IS FOR THE ONTARIO GOVERMENT TO PURCHASE OR EXPROREATE THE 407 AND ADD LRT LINE BESIDE IT WITH ABOVE GROUND STATIONS AND JOINING TO THE TTC AT EVERY MAJOR STREET. THESE PROPOSALS ARE IN LINE WITH THE THINKING OF THE CONCIL THAT STARTED THE TTC BACK IN 1950S. MIKE HARRIS(FORMER PREMIER) DESTROYED ALL FORWARD THINKING WITH THE SALE OF THE 407 TO BALANCE A ONE YEAR BUDGET....SHORT CITED OR WHAT! LETS NOT MAKE THE SAME MISTAKES, WE HAVE A HUGE OPPORTUNITY HERE.

APPENDIX E – Survey Responses: Non-URA

Total responses: 46 of 10,000 households (0.46%)

<i>Question 2: Which of the following apply to you?</i>	<u>% Response (46 responses)</u>
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I have attended Town meetings or read Town material on Markham's Growth Management.	64.4%
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I have attended URA meetings or read URA material on Markham's Growth Management .	22.2%
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I have read newspaper articles on Markham's Growth Management.	84.4%
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I am familiar with the Foodbelt Proposal	57.8%
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Question 3:. The Town of Markham has identified three Alternatives for Accommodating Growth in order to comply with the Provincial government's population growth mandate going forward to the year 2031. Two of the options would entail developing lands north of Major Mackenzie. Taking all factors into consideration, which Growth Option do you prefer? (Definition of intensification: "development of an area at a higher density than currently exists").

	Response Percent	Response Count
52% intensification (York Region's Adopted Official Plan Option): requires development by 2031 of 607 hectares for residential and 557 hectares for employment using currently undeveloped lands	6.5%	3
60% intensification (Town Staff's Preferred Growth Option):requires development by 2031 of 600 hectares for residential and 300 hectares for employment using currently undeveloped lands	10.9%	5
100% intensification (known as No Urban Expansion Option- aligns with Foodbelt proposal):requires no additional undeveloped lands to be developed. All development will be within currently approved development areas.	78.3%	36
I am unable to make a selection (leave a comment below if you wish).	4.3%	2

Note: 7 Comments left for this question (see Appendix F)

Question 5: OPTIONAL QUESTION ON TRANSIT: All of the growth options assume that Markham will have an improved transit system and that residents will use it more frequently. Please provide us with the following information about your current transit use and your expected usage in the future if service is much improved:

Frequency: Now

	<i>Never</i>	<i>Occasionally</i>	<i>Often</i>
<i>GO train</i>	38.1% (16)	42.9% (18)	19.0% (8)
<i>York Region buses</i>	68.3% (28)	24.4% (10)	7.3% (3)
<i>VIVA buses</i>	65.9% (27)	26.8% (11)	7.3% (3)
<i>Subway</i>	26.8% (11)	63.4% (26)	9.8% (4)

Frequency: if Much Improved

	<i>Never</i>	<i>Occasionally</i>	<i>Often</i>
<i>GO train</i>	13.9% (5)	44.4% (16)	41.7% (15)
<i>York Region buses</i>	39.5% (15)	31.6% (12)	28.9% (11)
<i>VIVA buses</i>	30.6% (11)	41.7% (15)	27.8% (10)
<i>Subway</i>	11.1% (4)	44.4% (16)	44.4% (16)

Question 6: If you have any other general comments please leave them in the space below.

8 Comments were left. See Appendix F

Appendix F: Comments from Non-URA Households

COMMENTS for Question 3

1. I find that plowing under Class 1A farmland and encouraging urban sprawl over top of a farm runs directly counter to the "Mass Transit Hub" and "Greening" of Markham. Why is it that Etobicoke and Mississauga can designate a transit hub and intensify immediately around the hub via Highrise condos and Markham's solution is to further dilute the density / promote more car-usage? It is counter-intuitive.

2. Build up ...not out

3. I think that the results of this question are not as important as the design used to actually develop the existing white belt. As far as I am concerned, what development of the foodbelt land should entail is that of any development created, between 50% and 75% of and property should remain as farmland, in a way where we create Nodes of concentrated development dotting an area that is still used for agriculture - and the land surrounding each "node" of development is owned by those living within the node, but FARMED by a farmer who provides the food grown on the land owned by each development node to the people living within that node, in a type of Community Supported Agriculture (CSA) model which is explicitly designed and written into the municipal development policy. To make this happen efficiently and effectively, the city must first create an overall vision for the land and stop allowing it to be developed in a piece-meal way which slowly and continually carves up the remaining land base, and instead creates a plan for the land first and then allows it to be developed in a way which meets the needs of all stakeholders involved in this issue. At the meetings I've been to, there have been unanimous statements of a need for creative solutions, and there is nothing creative about "Develop or do not develop the land". Clearly, the issue is far more complex, involves more people and begs for a solution that thinks outside of this extremely small box. My idea of "nodes" is merely one possibility dreamed up on my own, but realistically we need a solution that brings everyone together. I'm disappointed that the growth options in this poll are limited to this box, but I am very optimistic about the fact that there still appears to be room to make creative solutions happen, regardless of the outcome of this issue.

4. The simple fact is that we are allowing certain vested interest groups to hijack everyone's future for their own personal gain, and it has to stop. Once these rich farmlands are paved over, and the watercourses diverted, there can be no going back. The damage will be permanent and irreversible. We need this farmland to grow locally produced food for ourselves, and to protect the futures of generations to come.

Over the past few weeks, developers have sought to spread local alarm at the prospect of intensive "high rise" projects in the Town's central core, but would this really be such a bad thing? It actually makes more sense for population density to increase in some areas, as this allows for more centralized transit and other infrastructure.

5. Might your website leave the perception of bias in favour of food belt because it includes the Moola presentation and Foodbelt information, but does not have any material from York Region Farmers association, various recreational organizations, or developers ?

6. It's time to do something different!

7. While there is much support for protecting farmland, as was discussed briefly at the

information session, policies need to be developed urgently to deal with the very real problems farmers adjacent to big urban areas face in order to keep on farming. These problems are not likely to be solved at the local level and will need regional and provincial policies.

COMMENTS for Question 6

1. My husband and I have been here in Unionville for 27 years. We sincerely hope that our "best in Canada" soil will not be paved over as has happened in many communities in Ontario. Let's be leaders in this foodbelt issue and take on intensification with innovation and commitment.
2. I find it odd that proposals 1 and 2 present essentially the same residential development but in the latter, reduced business development. If anything, it is commercial development that Markham is lacking, as well as proper live/work communities. We need a Markham less reliant on Toronto for employment, where residents may live and work in Markham and move fluidly by public transportation. This requires SUBSTANTIAL intensification, as well as a focus on making Markham a town developed for pedestrians, not cars. Very, very few residents are within reasonable walking distance to a grocery store, restaurants (non-franchised fast food) or schools for their day to day transportation, and fewer are within that distance for work. Cycling is an option, but the volume and speed of traffic make cycling unsafe and prohibitive for anyone but the bravest and most seasoned of cyclists.

The age of cheap oil is nearly over, and we need to start thinking about how to make Markham resistant to the pressures that expensive resources will bring. It is long past time for developing a LIVEABLE town, not just one in which we live.

3. Why are developers allowed to proceed without bearing the costs of infrastructure and forced for it to be put in-place IN ADVANCE of a house being built / sold? the new infrastructure should be borne by the people that will be creating the need for it / using it (in the Mississauga model). Asking existing taxpayers to bear the burden for new infrastructure (at SOME point in the future) while allowing developers to take their profits and leave the ensuing socio-economic issues behind for the existing residents to grapple with seems irresponsible.
4. I have a big concern about traffic associated with development. Even now, Markham is full of cars at commuting time. Without giving any alternative roads, public transportation system, developing a large new area north of Major McKenzie will make traffic much worse than now, which is intolerable for most of Markham residents.
5. My current use of public transit is only occasionally because we are retired. We use the public transit to attend downtown events in order to avoid the parking issues.
6. This is the opportunity of a generation to avoid more and more gridlock, build a beautiful future for our town and our grandchildren. Be bold, Council!
7. 1) We need improved, dedicated bike lanes - one option is to convert a portion of sidewalk into a bike lane.
2) VIVA Purple line should make a loop so as to include a stop at Warden and Hwy 7 major intersection.
8. Congratulations on this initiative. Your approach to this very important issue will inspire

other municipalities surrounding the GTA to deal with it in an intelligent, open way. Keep up the good work, and I look forward to being informed of your progress.