

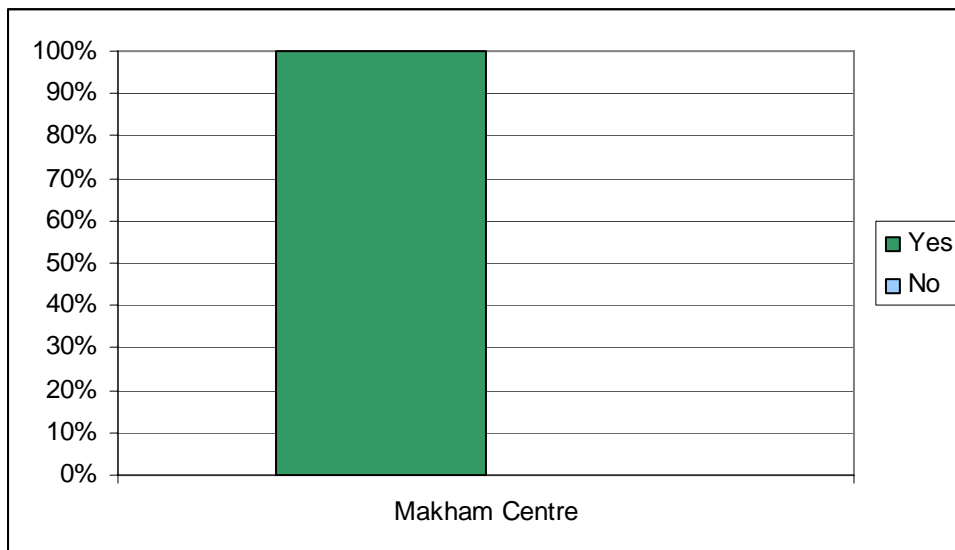
Markham Centre Advisory Group
Workbook Summary Notes
April, 2009

A summary of the 8 completed workbooks received from the Markham Centre Advisory Group is presented below.

MARHKAM'S GROWTH MANAGEMENT STRATEGY

Note: Results for workbook responses are presented in a similar graphical format to the launch and community meeting responses. The results of the workbook responses represent low sample sizes are *not statistically significant*.

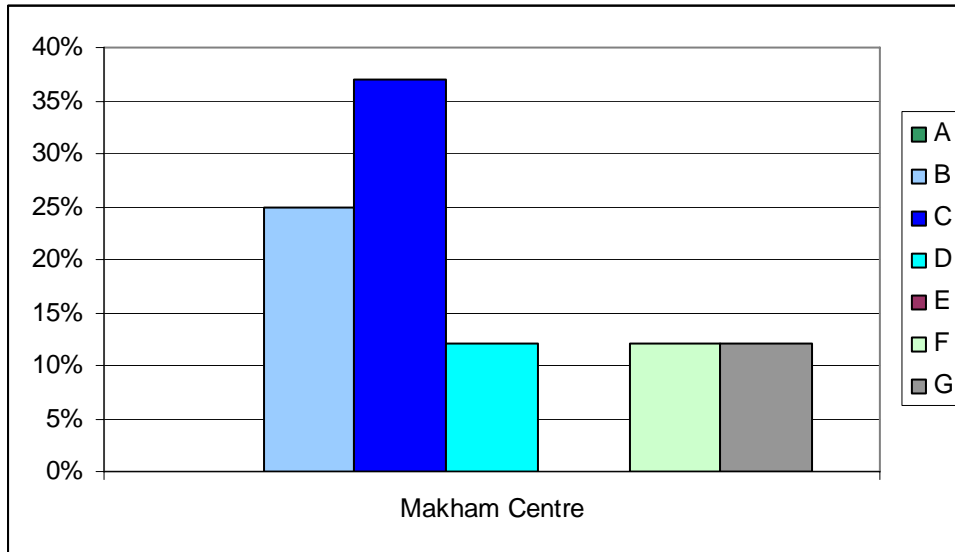
1. Do you agree with an 'environment first' approach to planning for new development?



- But not when used to support NIMBY arguments from local residents at expense of all resident. For example, Milne Dam Park Trail
- Some green space is always good
- Because it is the character of Markham and works hand in hand with heritage.
- Critical to our sustainability
- For my great grandchildren

2. In the space provided next to the guiding principles above, please rank the principles in order of importance to you, with ‘1’ being the most important and ‘7’ the least important.

This figure represents the percentage of respondents that ranked each guiding principle first (i.e., as their most important).



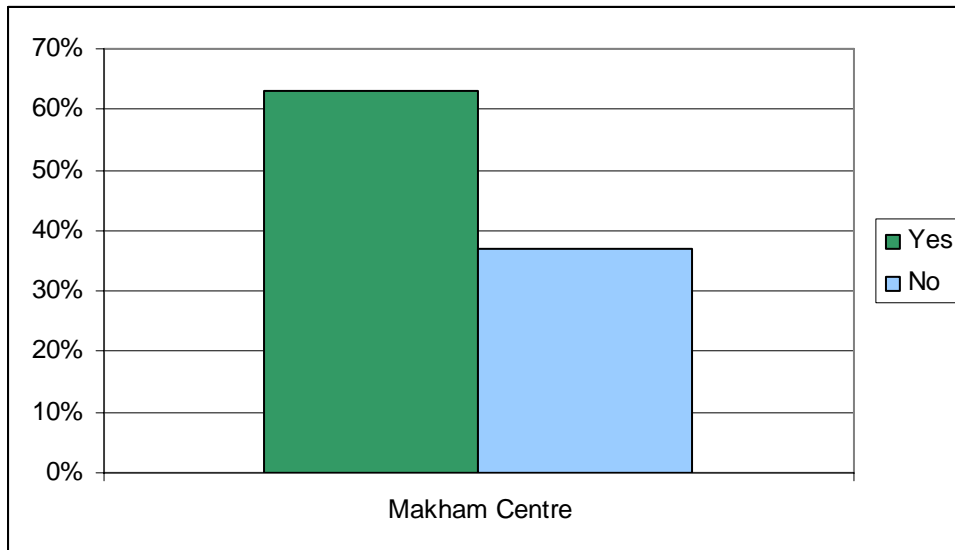
| | | | | | | | | |
|--|---|---|---|---|---|---|---|---|
| Define a Town-wide natural heritage network and do not permit new development within this network | 4 | 3 | 5 | 3 | 3 | 4 | | |
| Preserve established residential neighbourhoods and employment areas | 7 | 1 | 4 | 1 | 4 | 7 | | |
| Focus new development within the existing urban area (intensification) and minimize expansion of the urban area | 2 | 5 | 3 | 4 | 7 | 1 | 1 | 1 |
| Direct intensification to priority locations served by rapid transit | 1 | 6 | 4 | 5 | 6 | 3 | | |
| Build compact, complete, sustainable and transit-supportive communities | 3 | 4 | 2 | 2 | 2 | 2 | | |
| Maintain Markham’s economic sustainability and competitiveness | 6 | 2 | 6 | 6 | 1 | 6 | | |
| Identify the infrastructure (sewer, water, roads, transit, community facilities) needed to support growth, and the phasing and funding requirements to deliver this infrastructure | 5 | 7 | 1 | 7 | 3 | 5 | | |

3. Please identify any other guiding principles that you feel should be considered.

- Identifying and working against world-class benchmarks for all principles above
- Timing and implementation excellence

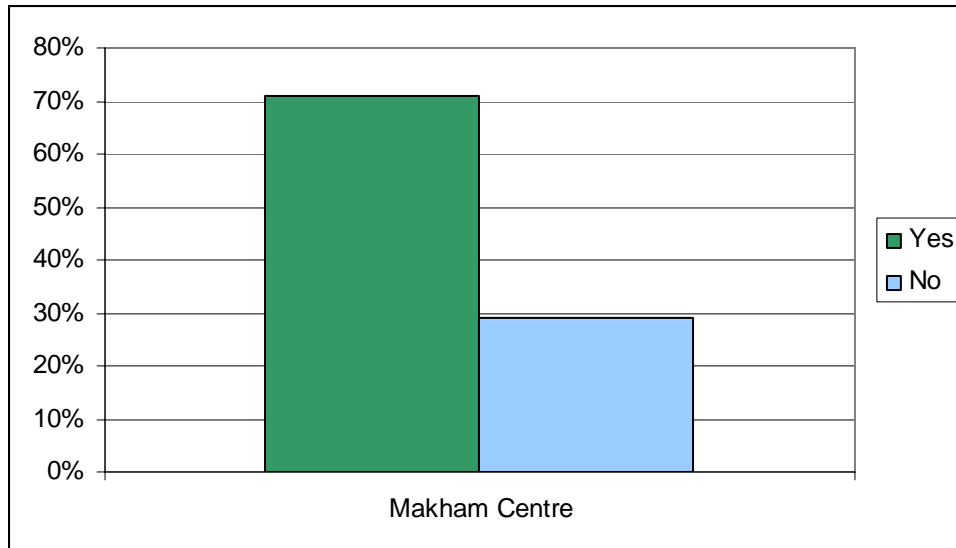
ACCOMODATING GROWTH IN MARKHAM

1. Do you agree with accommodating the majority of new residential growth (approximately 80%) in the current urban area?



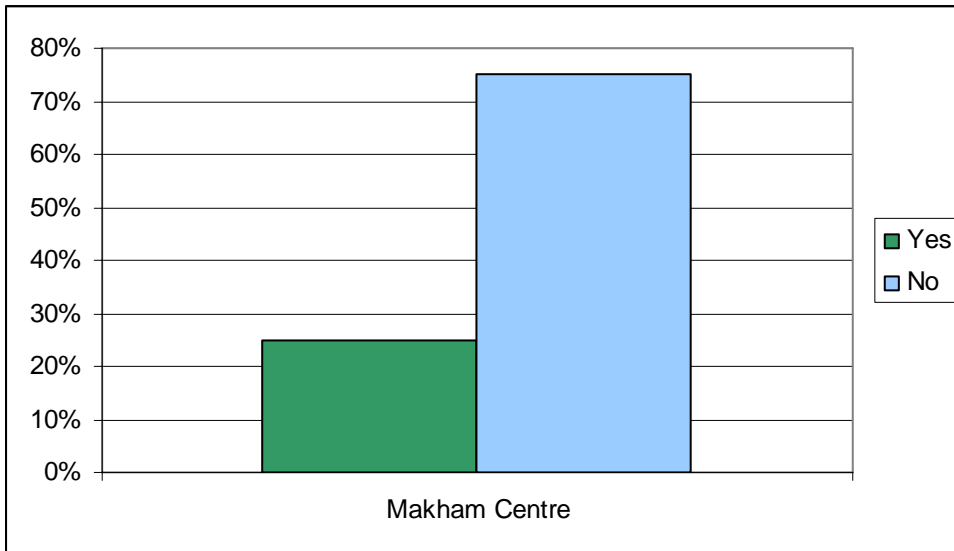
- But higher than 80% may be warranted. Markham has already done well
- Protects some of the green lands of Markham
- 60% - the other portion should be in the whitebelt section to accommodate the aging population that would prefer staying within the same community but not in a high rise
- Should be 100%

2. Do you agree that the Town should balance residential intensification with the development of additional lower density (e.g., single-detached, semi-detached, townhouse) housing to ensure a diverse housing mix?



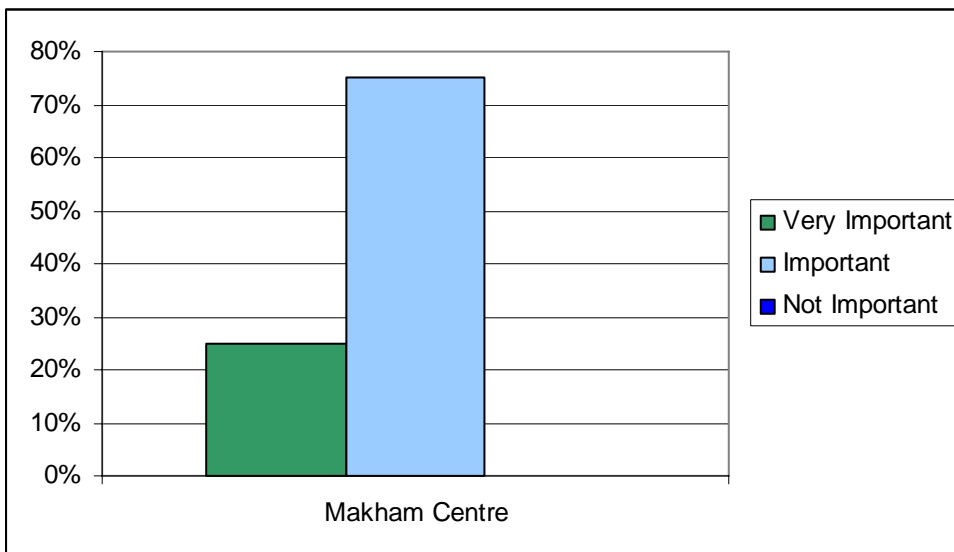
- Swan Lake a good example. Need for smaller units – bungalows – for aging population. Stock of larger homes can then turn over
- But, I have experience the negative impact of the government supported housing so housing mix has to be balanced not to cause “depreciation” of housing current value
- Less focus on single family
- No need for any more singles

3. Do you agree with expanding the Town’s urban area into the Whitebelt lands to accommodate additional lower density (e.g., single-detached, semi-detached, townhouse) residential growth?



- Would prefer intensification
- As long as the appropriate infrastructure is in place

4. How important is it to have a mix of housing types (e.g. singles, semis, detached and apartments) in new development?

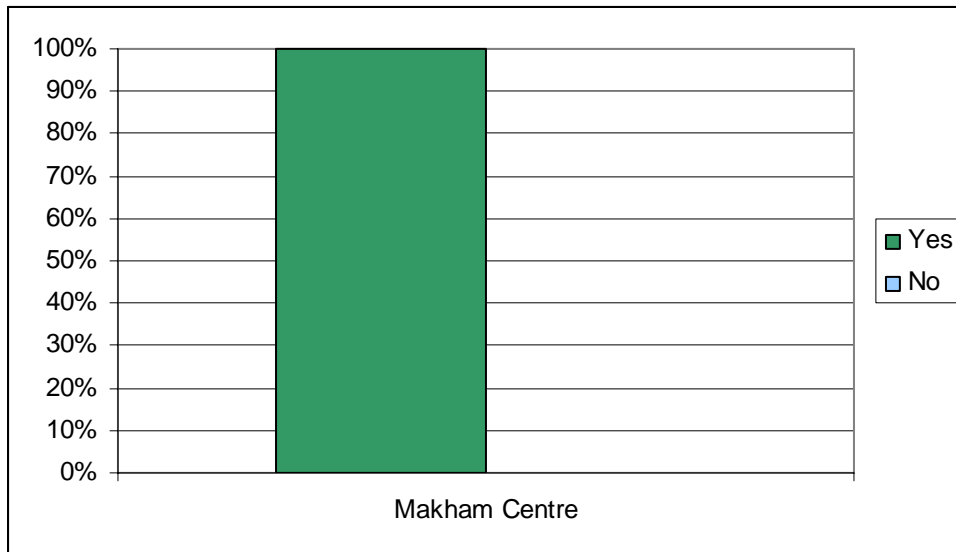


5. What do you think is an appropriate mix of housing types in Markham? Please indicate the approximate preferred percentage for each housing type, with a total adding up to 100%.

| Single-detached | Semi-detached | Townhouses | Apartments |
|-----------------|---------------|------------|------------|
| 20% | 20% | 20% | 40% |
| 70% | 10% | 10% | 10% |
| 40% | 10% | 10% | 40% |
| 30% | 30% | 30% | 10% |
| 40% | 15% | 15% | 30% |
| 20% | 10% | 20% | 50% |
| 50% | 10% | 15% | 25% |
| 0% | 20% | 30% | 50% |
| 34% | 15% | 19% | 32% |

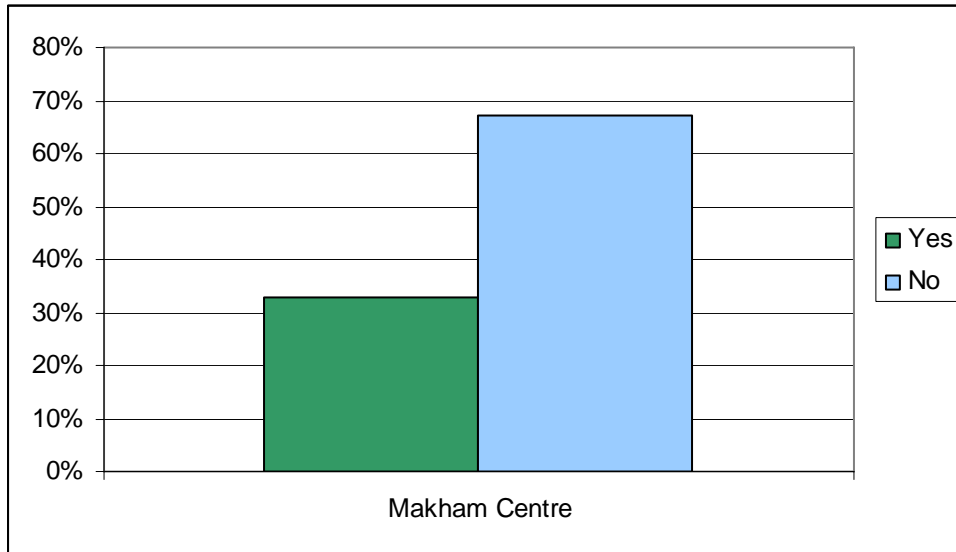
RESIDENTIAL INTENSIFICATION

1. Do you agree generally with the approach of distributing residential intensification to key locations with proposed rapid transit services?



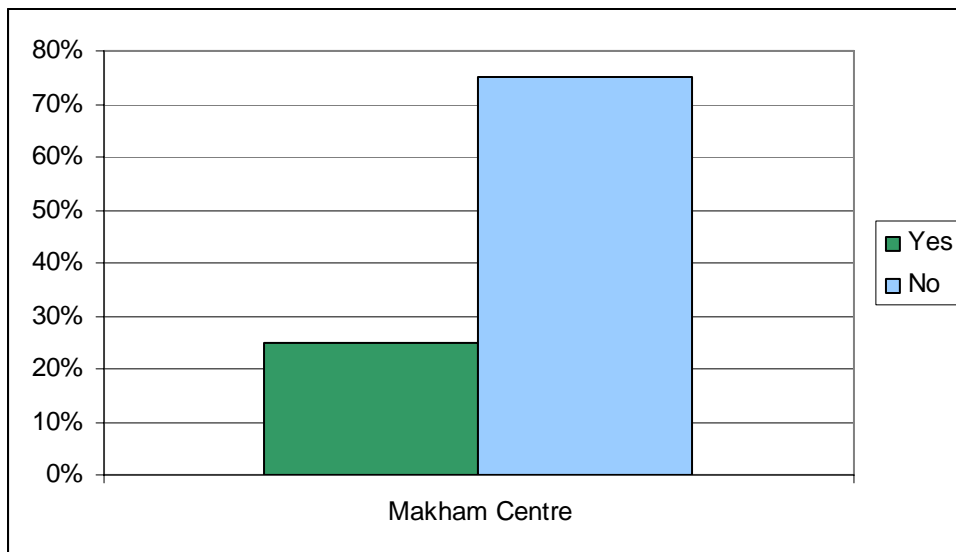
- Creates a flow for traffic and protects the residential areas
- Makes sense

2. Do you disagree with any of the intensification areas identified?



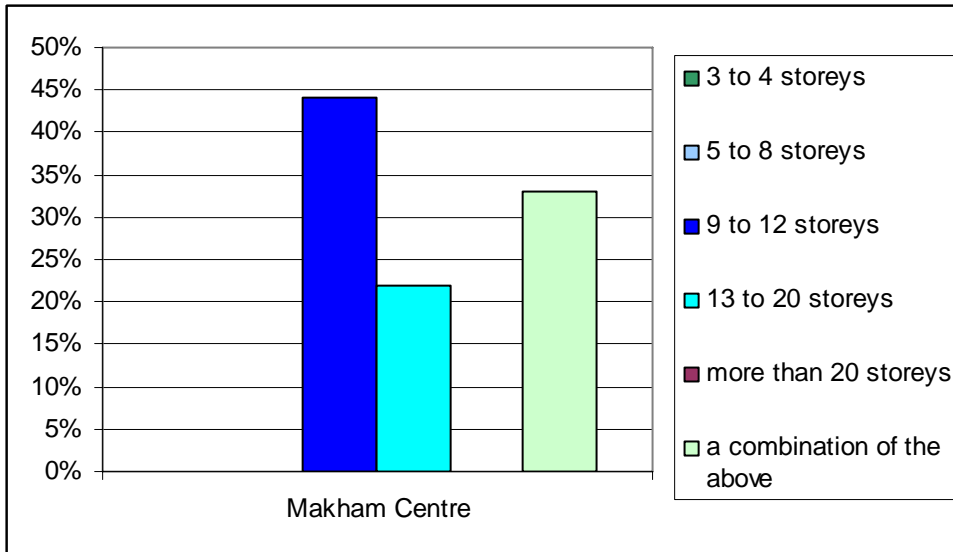
- Some concerns about the Ave 7 corridor adjacent to Markham Centre. Important to maintain the current residential while managing the growth of MC on that border

3. Are there any additional intensification areas that should be considered?



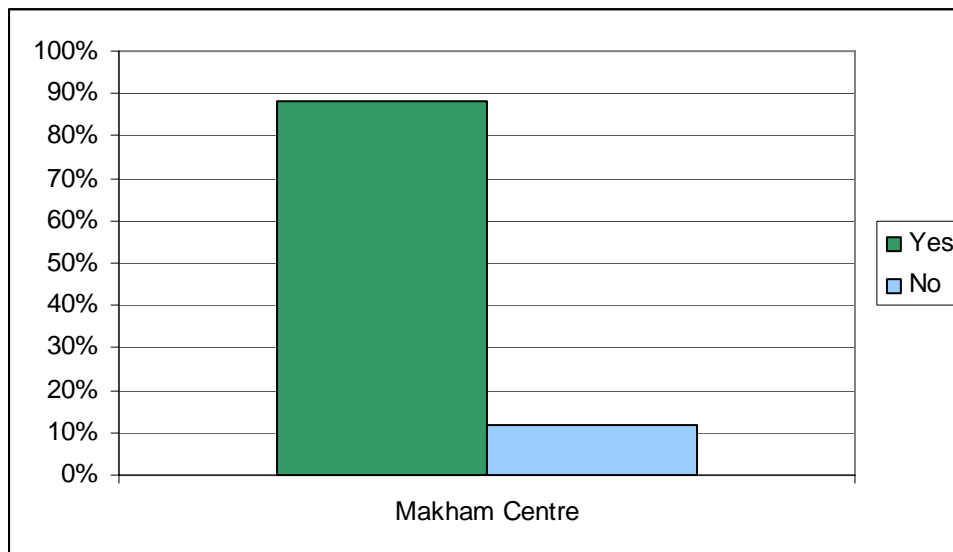
- Steeles Ave. Corridor, all of Steeles
- None that come to mind. Looks balance and even
- The full length of Hwy 7. Redevelop single family development within approximately 100 m of 7.

4. If a significant amount of intensification were to be in the form of apartments, what building height would you prefer?



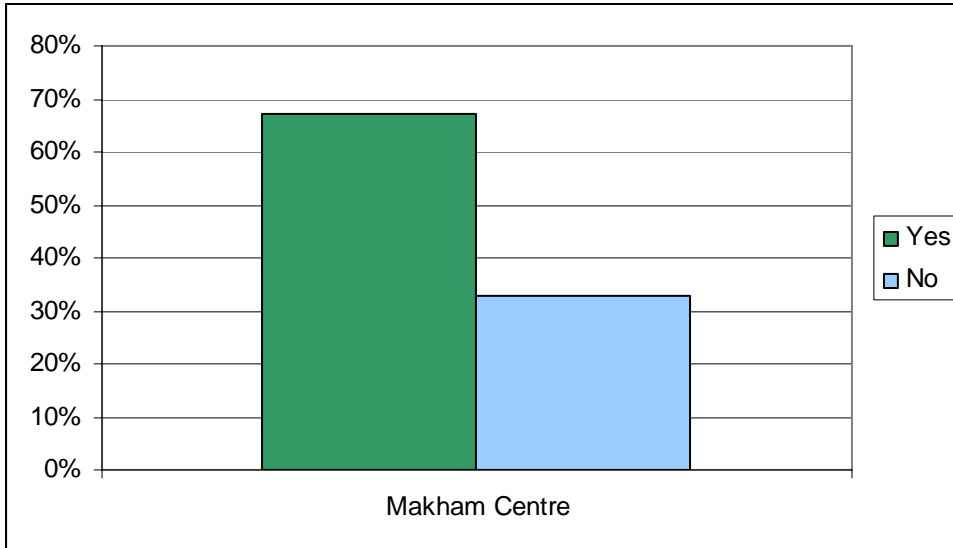
EMPLOYMENT GROWTH

1. Do you agree with reserving land to accommodate employment growth over the long term?



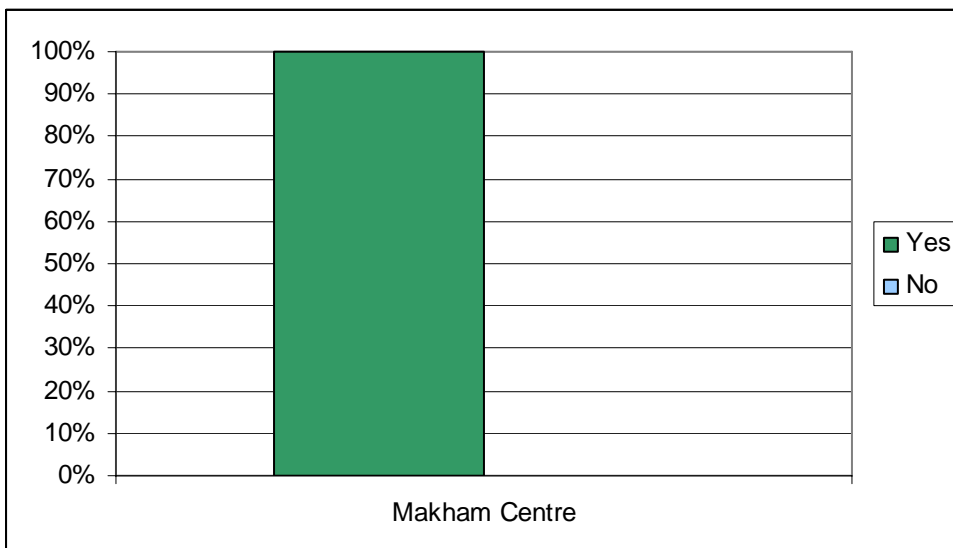
- But sites should be transit accessible
- Must have jobs for residents
- People want to live and work in Markham. If they are built first before transit is fully integrated will encourage people to work close to home
- Proper long term planning strategy
- Offices and light industrial can be more integrated with residential

2. Do you agree that, in addition to intensification, employment should be accommodated in an extension of the current urban area (i.e., in the Whitebelt), to ensure an adequate supply of land?



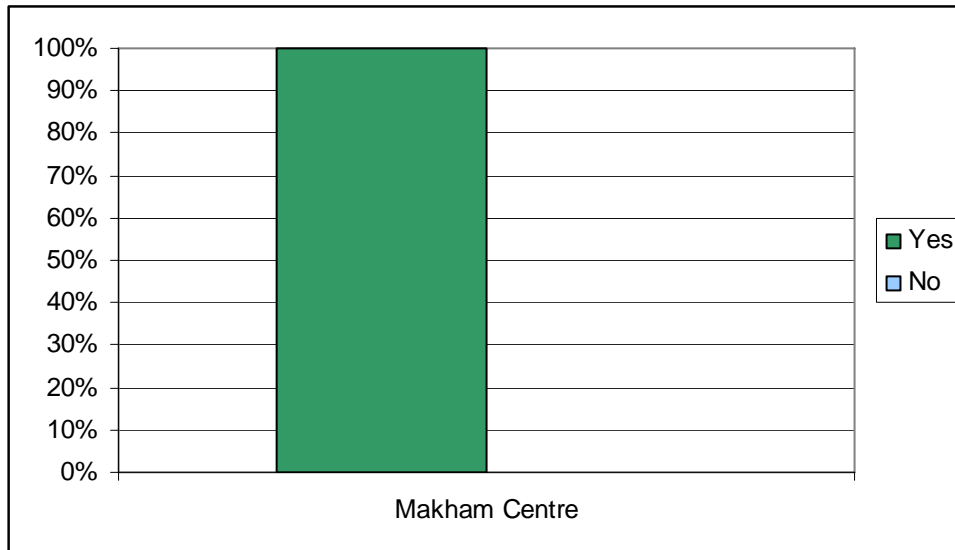
- Would not be transit access
- Natural exclusion of current, but the employment should be more focused on the main corridors
- No development in White Belt

3. Do you support adding more jobs within the current urban area (Settlement Area) through:
a) intensification in existing business parks?



- Concentrate work in zones directed towards where transit will be
- As long as proper infrastructure is in place (roads/congestion)

b) the appropriate mixing of employment in new residential development (e.g., ground floor retail in an apartment building?)



- I don't mind the ground floor retail so long as there are valuable retail options available. They often end up not being successful if they are small and close down. Need strong retailers to support (i.e. shoppers drug mart)
- Combining it with the employment component is a good idea
- Why not mixed office / residential buildings (not just retail residential)

ADDITIONAL COMMENTS

- There is a growing need for smaller residential units – bungalows. Swan Lake is a good but high priced example.
- Many houses in existing single family areas are now occupied by only 2 people. There is potential to turn over properties to new families if there were alternatives for two person family units
- I also think there should be consideration for bungalow developments in designated areas
- It's important to keep "revisiting" the needs of the population / environment / economies as time evolves
- Markham is a special community and the ability to attract new residents / businesses and staying "current" is equally important to retaining our present population that may have "stuffing needs", such as the aging baby boomers