

GOAL: SAFE AND SUSTAINABLE COMMUNITY

OBJECTIVE 1 – Managing our Transportation Network

1. What is the most important action/task to be worked on for this objective?
a) Influence the York Region Transportation Study - should include the objectives that Markham wants accomplished
b) Create a Markham Transportation Sub-Committee (Two Regional Councillor and a few local Councillors) - to review and prepare for the upcoming reports- goal to obtain strong influence up at the Region of Markham's objectives
c) Travel Demand Management - do more work on that strategy to promote it - more active engagement with residents (more education with respect to car pooling, cycling, transit, etc)
d) Train Whistling - will need to manage how to deal with it
e) Increase in GO Trains - dealing with issues of cars getting to the stations (traffic going in and coming out as well) - would like Trains further north (eg. Mount Joy)
f) Making optimal use of smart technology to keep traffic moving
g) YRT – route changes not accurately communicated for current routes and need to incorporate transit planning into the secondary plan
h) B) YRT - public not consulted before implementation of changes
i) Transit not connected between neighbouring municipalities – should be operating as GTA-wide transit authority – one system with unified set of plans and objectives for the entire GTA – need to be building for 2050 – funding for the operation
j) One fare covers entire GTA area with cost of fare based on distance travelled
k) Reduction in truck movements – only allow on highways during non-peak times to avoid causing traffic congestion
l) need to have transit schedules posted at every station
m) explore incentives to using public transit and disincentives to using cars (but support environmental friendly cars - electric)
n) explore charging tolls on one lane of highways – similar to HOV but issue a toll instead of requiring more than one person in vehicle
o) explore advocacy options on those transit items noted above including raise awareness
p) support the build of sustainable communities – that include pathways, cycling networks, parking spots for electric vehicles – on-road connecting with off-road options including safety concerns &

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community awareness – we need to move cars off the road
q) sustainable funding source needs to be identified - address coordination and duplication of services
r) Plan exactly what you want, plan stations (Markham Centre, Steeles Ave.), revitalization areas, connectivity (I-Metro E) Plan surrounding land uses
s) Include northern GTA, work with Richmond Hill & Vaughan. Move forward with Regional Task Force
t) Need to drive transit
u) Connecting to main transit corridors, shuttle busses – privatization? (i.e. airport shuttles)
v) 404 / Seaton Line
w) Limit development along corridors until transit is provided. Developers to pressure Province/Federal

OBJECTIVE 1 – Managing our Transportation Network

2. At the end of four years what does success look like for this area?
a) Affordability and efficiency
b) Increase ridership with VIVA would be a goal
c) No grid lock would be a goal
d) Extend the VIVA dedicated lanes further east, increase GO line and above ground subway
e) Reducing car trips, and car pooling increases
f) Having a voice at the right table to provoke change
g) Map created that displays the big picture of ALL forms of transportation – bus, road, pathways, bike lanes, etc. – NOW and then Four years from now, then eight years from now – identify milestones with timing
h) Gain commitment provided to staff to proceed with the plan recognizing that big expensive projects will not be completed within the term of four years
i) Having clear communication on transportation routes incorporated into our secondary plans of new & existing communities
j) Making transit flow improvements
k) Completion of MUP and promote usage

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l) Encourage investors / senior levels of government to assist in infrastructure – see it as an investment
m) Develop a vision/plan of ours and neighbouring municipalities' stops along rail lines. Plan major developments and institutions along line (hospitals, university)
n) Consortium-driven? Approach province to support plan
o) Solve hydro-undergrounding
p) All-day GO to Mount Joy, Viva to Cornell,
q) Show them the Vision, ask them to show us the money

OBJECTIVE 2 – Managing Growth

1. What is the most important action/task to be worked on for this objective?
a) Having the correct variety of housing (singles, town homes, condos, etc)
b) Need to develop a strategic parking plan -can't have homes in the urban area without sufficient parking
c) Understanding the requirements of the social attitudes that make up the City
d) Need to find a way to deliver the service levels with a lower tax base
e) Comprehensive Zoning - the need to regulate second suites and deal with potential rooming houses, etc. Ensure it is dealt with prior to the University being approved
f) Having a proper inventory of second suites (how do you encourage them to register them)
g) Ensure that there is affordable housing available
h) Need more Community awareness of Provincial mandates – City complying with legislation
i) Develop a communication strategy for residents on what City has control over / doesn't have control over
j) Setting realistic expectations with residents – change NIMBYism to YIMBYism – YES in my backyard! – okay to build in my neighbourhood but how will this benefit the residents? , 3-D modelling to illustrate proposed development, Zoning signs – print is too small to read
k) Incentives for Affordable housing – building partnerships with Habitat for Humanity and others - explore other types of housing and building options – regulation of second suites, disincentives for

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speculators: if you sell before 5 years charged a fee
l) Develop a strategy to co-ordinate with other levels of government to reach affordable housing objectives
m) Explore request to Province to allow for Land Transfer tax – same as Toronto
n) Build Parks as the community is built – need to improve sequencing of public services – streetscapes and public realm are important and require investment
o) Are park features being planned with increased density in growth in mind? Retrofit of existing parks needs to be planned for.
p) Affordable housing strategy – land costs are getting out of reach. Region is working on incentives, federal tax incentives, etc. might help
q) Encourage intensification along transportation corridors – high rises, avoid urban sprawl
r) privatize shuttle services from individual developments to subway stops (Buttonville)

OBJECTIVE 2 – Managing Growth

2. At the end of four years what does success look like for this area?
a) Able to manage the influx of residents with the right variety of housing
b) Potentially find ways to add to the Greenbelt instead of compromise it
c) Modelling examples for secondary plans available providing accurate visual representations of proposed plans – 3D modelling
d) Better signage for development applications including visual symbols and pictures
e) Council Strategy developed to address Provincial expectations for population & employment growth to 2041 –done in 2016/2017
f) Reach a policy decision on second suites – either for or against
g) Having Parks built as the community is built
h) Implementing a Public Realm Strategy – public realm, public art, sidewalks, streetscapes
i) Development charges for sfd/condos rationalized to encourage a broader mix of unit types
j) Encourage more 2 & 3 bedroom units
k) Intensification around rail lines

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l) Two-way destinations – Markham as an employment and entertainment node
m) Milne Park as “Central Park” – Rouge Park as a gateway destination
n) University and world-class sports field at Markham Centre south including hydro lands
o) Sports tourism destination

OBJECTIVE 2 – Managing Growth

<u>3</u> How can we influence the senior levels of government to invest in infrastructure and transportation capacity improvements in Markham.
a) Reject applications without the infrastructure coming in
b) Look at the cumulative impact of development
c) Put the fiscal requirements in place to come up with the funding to provide the infrastructure (eg increase Gas Tax, toll roads) and have the Municipal support
d) Closer working relation with the MP, MPPs
e) More strategic forum with the Province and higher lever of government
f) Open up opportunities for private transit suppliers
g) Lobby York Region, Ratepayers and residents to mobilize the Provincial/Federal govt to invest
h) Advocate for one decision making body that can operate, plan and fund transportation system
i) Let senior levels know that transportation infrastructure has to be managed

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OBJECTIVE 4 – Protecting our Built and Natural Environment

1. What is the most important action/task to be worked on for this objective?
a) Look at the natural environment as a "capital asset"
b) Better protection to the wildlife
c) Learn from countries such as Sweden on the use and application of electric vehicles
d) Public art – needs to be emphasized
e) Explore the need for a Climate Change Adaptation Strategy
f) Explore incentives for home use battery as power source
g) Future Urban areas can raise the bar for standards
h) York Downs Golf & Country Club as a sustainability and green infrastructure showcase
i) Stormwater management should be more of a community amenity asset – look at underground storage tanks and lakes, surrounding areas
j) Enhance built environment, increase walk ability. More community garden plots, integrate agricultural community with urban resident tourism
k) More active parks with interesting features (agriculture - corn maze, pick apples)
l) improve/intensify Langstaff/Richmond Hill hub (bury the hydro lines)

OBJECTIVE 4 – Protecting our Built and Natural Environment

2. At the end of four years what does success look like for this area?
a) Continue to have clean water and Growing the Greenbelt
b) Need to review plan for electric vehicles including location of charging stations
c) Completing a Climate Change Adaptation strategy
d) Encouraging developers to consider interconnection of buildings – including consideration of

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covered walkways, underground pathways
e) Implementing the Park Renaissance Plan
f) Ensuring that architecture stands the test of time
g) Support Development Services in delivering complete communities – including individual developers – measure the success of achieving complete communities after 4 years
h) Designated location for a science park, economical facilities for entrepreneurs/start-ups (MCC model revisited)
i) MPAC changed to tax surface parking, but not underground
j) Implement Markham Centre green space plan (valley lands)
k) Comprehensive development of infrastructure, land development and green space features
l) Re-examine location of sports park, to more central location, transit-friendly (hydro corridor?)