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**Deputation regarding CF Markville Application for Official Plan Amendment**

Presented to Markham Development Services Committee

April 22, 2025

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This is an official deputation of the Unionville Residents Association (URA). We wish to comment on two aspects of this application relating to transportation.

**1. Secondary Plan First!** As cited in various letters from the community, including from URA, the Markville Secondary Plan should be completed before this application can be properly reviewed. The staff report says that “the proposed heights are consistent with the City’s Emerging Concept Secondary Plan”. **But how do we know that the Emerging Concept can fit into this fully developed part of our City?**

The CF proposal is for 4,500 units, or perhaps 9,000 people. The Emerging Concept is for 28,000 people, a factor of 3 larger. We do not yet have a published transportation study for the Emerging Concept, but we do have several for the CF proposal. The one dated July 2023 is illuminating. It covers the entire development and assumes the following mode splits for travellers during the morning peak period.

	Inbound		Outbound	
	Today	Future	Today	Future
<b>Auto Driver</b>	71%	41%	58%	30%
<b>Auto Passenger</b>	20%	12%	16%	8%
<b>PUDO</b>	2%	5%	5%	6%
<b>Transit</b>	4%	32%	16%	44%
<b>Walk</b>	2%	5%	5%	6%
<b>Cycle</b>	1%	5%	1%	6%

As can be seen, it assumes that **44% of outbound residents will use transit** in the morning, versus 16% today. This is despite assuming only one new rapid transit improvement, the VIVA BRT on Highway 7, as

well a possible priority bus on McCowan. We are concerned that this is unrealistic. Even the Yonge Corridor Secondary Plan, with 3 subway stops and BRT on Steeles, assumes only 39% transit mode share for outbound trips.

Due to this advantageous assumption of 44% of trips by transit, the consultant's conclusions are that "signalized and unsignalized area intersections will operate under busy but acceptable conditions during the weekday morning, afternoon and weekend peak periods"

But now, let's triple the number of residents for the Emerging Concept Secondary Plan. How will the intersections perform then? We guess they will fail and we will have gridlock. In which case, either we need more transportation infrastructure, which will be a challenge, or a reduction in population. For example, perhaps the target population needs to be cut by about half, to just minimally comply with Provincial density requirements for MTSAs of 200 people + jobs per hectare. In which case, in the spirit of fairness, the CF Markville OPA should also be cut by half.

Another question is the internal road network within the CF property. There are contradictions between the Emerging Concept and this OPA that would be best resolved now rather than waiting for zoning applications for each of the 4 phases.

Now a lot of this is speculation. But the gridlock scenario is plausible, and shows why the CF application should be put on hold for now, until we get more guidance from the Secondary Plan, especially its transportation analysis.

**2. Stage Gate Phasing with Delivery of Rapid Transit.** The modeling we have to date show that a very high transit mode share is necessary. To quote staff: "there is a critical need to shift to non-auto modes of transportation". We believe that 3 rapid transit projects should be on the table and should control the schedule of development phases:

- VIVA BRT extension along Highway 7 to Cornell with fully separated transitway. This is a top priority for York Region, and the region will be applying to the federal government for funding this Fall.
- BRT on McCowan Rd in a separated transitway all the way to Sheppard to connect with the TTC subway. York Region has indicated that they will study this route, as informed by the Markham Secondary Plan. The land takings from CF along McCowan need to be consistent with full BRT on McCowan.
- 30-minute all-day two-way and 15-minute peak direction peak time GO service to Centennial Station and beyond to Mt Joy. We believe there is sufficient room in the existing rail corridor to build passing tracks as necessary at a reasonable cost. We understand that staff has met with Metrolinx who now believe this is possible by 2041.

We compliment staff for indicating that detailed phasing assessments will be required and recommend that delivery of these three rapid transit projects be treated as stage gates in the schedule of development phases.

