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**Written Communication regarding CF Markville Zoning Bylaw Amendment (ZBA) Application  
for Phase 1 Development at 5000 Highway 7**

Sent to Markham Council for its meeting, December 16, 2025

Agenda Items 7.1.1 and 12.4

C:/URA-CFMarkvillePh1ZBA-2025-12-16

This is an official communication of the Unionville Residents Association (URA).

On September 9, 2025 at the DSC Public Meeting, URA made a deputation on the CF Markville ZBA for Phase 1. We followed that up with an email to Giulio Cescato, Director Planning and Urban Design, on September 11. Both submissions made three points:

- We need the transportation study for the entire Secondary Plan area prior to approving this ZBA. To summarize: based on the traffic conditions report submitted for CF Markville found on MAPPIT, the existing traffic condition for some movements at the Highway 7/McCowan intersection is Level of Service = F = failure. **"Residents fail to understand how adding another 1600 vehicles from Phase 1 to the mix, with no rapid transit improvements, will not cause gridlock in the entire area".**
- The parking ratio of this development (0.75 at the time) completely mismatches the ratio for the Secondary Plan at 0.4.
- There is a need for public transit stage gates in Phase 1.

We received helpful replies from Director Cescato:

- Staff is working on scheduling the transportation workshop.
- "Staff have been directed to work with CF to bring down the parking ratios."
- "Staff has been instructed to provide a phasing plan, including the potential to phase individual towers within Phase 1."

Now we see the proposed ZBA in agenda item 12.4. We are pleased that phasing has been included, limiting the development to 700 units before analysis on required transportation infrastructure must be done. But three deficiencies remain:

- The area-wide transportation workshop has not occurred. We have previously stated (deputation April 22, 2025) that the transit mode share assumed by CF was unrealistically high, especially for Phase 1 where no rapid transit improvements will be in place. Adding another 560 cars ( $700 \times 0.8$ ) so close to the congested Highway 7/McCowan intersection that already operates at “Fail” or close to “Fail” causes great concern to residents. The transportation study must be completed first!
- The parking ratio has actually increased (!) and is now 0.8, twice that in the Secondary Plan area.
- And a new question – there is no indication of a bicycle parking ratio. With the need to increase the role of micromobility, especially in high density areas, we would assume that a bicycle parking ration of about 1.0 should be provided. Why is the ZBA silent on this metric?

We urge Council to defer approving this ZBA until these deficiencies are rectified.