



October 11, 2019

Mayor and Members of Council
City of Richmond Hill
C/o Clerks Department
225 East Beaver Creek Road
Richmond Hill, ON L4B 3P4

MICHAEL GOLDBERG, RPP, MCIP
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Dear Mr. Mayor and Member of Council

**Re: Revised Development Proposal
Proposed Official Plan Amendment
Goldenville Developments Inc.
39-97 Carrville Road**

Background

On February 11, 2019, Goldenville Developments Inc (the applicant) and City Council settled the applicant's appeal of its Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications. The settled plan included two 24 storey mixed use towers in an East Block and one 15 storey mixed use tower in a West Block, an overall density of 4.46 FSI and townhouses along the southern portion of the site. The East and West Blocks were divided by a new north south public road that is shown in Schedule A8 of the Official Plan. Council elected at its meeting to protect for a new east west road that is shown in the draft secondary plan, although is not shown in the approved Official Plan. That decision contemplated that at some subsequent point in time, Council would elect whether or not to implement the new east west road.

Subsequent to Council endorsing the settlement, a settlement hearing of the Local Planning Appeal Tribunal (LPAT) was held. The LPAT heard evidence concerning the development, including the Council decision to protect for a new east west road. On April 1, 2019, the LPAT issued its Decision and Interim Order, approving the applications in principle, withholding its final Order until the LPAT is advised that the final form and content of the OPA and ZBA are satisfactory to the Parties.

At its meeting of July 9, 2019, City Council resolved to no longer protect for the east west road.

With the deletion of the east west road, the development concept of the applicant needs to be revised. Also during the time since the LPATs April 1, 2019 Decision and Interim Order, further discussions have taken place with Richmond Hill staff and some Councillors directed at revisions to the built form of the settled plan by increasing the height of the towers and increasing the overall density of the plan. The outcome of those discussions was for the applicant to propose for the City's consideration, a new plan addressing its aspirations and to provide the justification for such increases.

The Current Proposal

The current plan, being considered by City Council at its next meeting, includes 32 and 30 storey towers in the East Block (an increase of 8 and 6 storeys for each tower respectively), one 18 storey tower in the West Block (an increase of 3 storeys), the deletion of the east west road

altogether, and the deletion of the townhouse form at the southerly portion of both the East and West Blocks. The overall density of the current proposal is increased from 4.66 FSI to 5.5 FSI.

Comments Concerning the Revisions

The deletion of the east west road follows on the Council decision of July 9, 2019 to no longer protect for this road. The applicant is proposing that this apply across its site.

The increased height and density reflects the thinking that heights and densities in the Key Development Area (KDA) will be increasing over time. The increases proposed capture that thinking before the subject site is committed to construction, at which point, there is no opportunity to reconsider the height and density of the subject site. Once built, the site is committed and the opportunity to optimize the development potential of the subject site is lost. The current proposal increases the level of intensity that optimize the capability of this large site, with building heights and density that better reflect the future of important structural elements of the Official Plan. The Official Plan is now 9 years old and given the timeline of the current proposal, the reconsideration of the development of this site is timely.

The site is in the Yonge Carrville KDA, a structural element of the Official Plan that is second in intensity only to Richmond Hill Centre. The subject site is within walking distance of the Bus Rapid Transit (BRT) station at Yonge Street, a public infrastructural initiative along the Yonge Street corridor costing unprecedented amounts of public funds in York Region.

The Official Plan anticipates the future extension of the Yonge subway line into Richmond Hill, including the extension to at least Carrville Road.

The proposal falls under the angular plane of the West Block, when measured from the mid-point of the Spruce Avenue properties. This is an appropriate location from which to measure the angular plan given the very deep nature of those properties, leaving considerable rear yard amenity area south of the mid-point, protected by the angular plane from sky view and massing perspectives. It is also important to note that since the subject site is north of the Spruce Avenue properties, there will be no adverse shadow implications arising from this proposal, on the yards of those properties. As such, there is merit in this circumstance to consider greater levels of height on the subject site.

Conclusions

The current proposal is the cumulation of factors suggesting that over time, heights and densities in this important KDA will be increasing. It is timely to consider the proposal on the subject site as a means to capture, and not lose, the optimal use and opportunity of this very large development site. The LPAT Order has not been issued and should Council endorse the current proposal, the LPAT can be spoken to prior to its final Order being issued.

On behalf of our client, we thank City Council for the opportunity to reconsider the intensity of use on the subject site.

Yours truly,
GOLDBERG GROUP


Michael S. Goldberg, MCIP, RPP
Principal

Cc: Mr. Tom Li