

From: Jason Noble

Sent: Thursday, May 7, 2020 12:55 PM

To: Clerks Richmondhill <clerks@richmondhill.ca>

Subject: Yonge/Bernard KDA - Submission for May 13, 2020 Council Meeting

Question to Council - **what if your assumptions about the Yonge/Bernard KDA are wrong?**

What if traffic is worse? With 11,300 new people expected to live in the area, this represents a significant amount of additional cars.

The Plan states that people will "shift away from [a] focus on automobile use towards ... a transit, cycling, and pedestrian oriented destination". How many of you take transit and **where are your facts to back up this statement?**

Most people in the Yonge/Bernard KDA live far enough away from the new development areas that they will continue to drive. Guaranteed. Full stop. It is foolish to believe people will start to bike for groceries or to work. Most don't today. Most won't tomorrow. So you plan on adjusting behaviour only for new residents, who represent a fraction of the KDA?

There is no subway planned north of Hwy 7 and that will take years before being built. Most people in RH have to and will continue to drive to destinations, rather than take a bus. Yonge St car lanes are narrower in the KDA thanks to bus lanes, meaning traffic will be going slower.

How are you planning to measure new jobs created to calculate ROI? I don't see this mentioned in the document.

Are there lessons we can learn from other KDAs? Have you spoken to colleagues in the GTA or elsewhere about their experiences and challenges regarding KDAs? Have these been incorporated into this plan?

The only thing that is consistent in politics, is that politicians are often wrong in their assumptions because they over-promise and under-deliver. The plan is full of words such as "shall encourage" and "may". This is not a commitment and means nothing.

Let's try to get this right rather than focus on financial opportunities from development.

Regards,
Jason