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153 Brookside Road, Richmond Hill, Ontario, L4C-9W5

12 May 2020

Dear Sirs and Ms Cilevitz,

Mayor Dave Barrow <dave.barrow@richmondhill.ca>,
Regional Councillor Joe DiPaola <joe.dipaola@richmondhill.ca>,
Regional Councillor Carmine Perrelli <carmine.perrelli@richmondhill.ca>,
Tom Meunch <tom.meunch@richmondhill.ca>,
Greg Beros <greg@gregberos.com>,
Castro Liu <castro.liu@richmondhill.ca>,
David West <david.west@richmondhill.ca>,
Karen Cilevitz <karen.cilevitz@richmondhill.ca>,
Godwin Chan <godwin.chan@richmondhill.ca>,
Office-Mayor Richmondhill <officemayor@richmondhill.ca>,
clerks@richmondhill.ca ,

The 2017 Plan needed fine tuning, not a fundamentally different Plan

I request that this correspondence be included in the public record for the Richmond Hill city council meeting of 13 May 2020. Unfortunately, I cannot provide spoken submissions due to professional obligations (IE: work). While I am a member of the Yonge/Bernard Residents Association (YRA), I am speaking for myself in these submissions in terms of what I hope may be attainable before this Council.

Let me start by expressing my disappointment at the results of Councillor West's Motion to attempt to defer the need for Council's vote. If successful, his Motion would have ultimately provided more time for public awareness and engagement with the fundamental changes presented by this substantive re-write of the 2017 Yonge/Bernard Key Development Area (KDA) Plan. But I also hoped an adjournment would allow for more time to work out reasonable settlements with the different LPAT appellants in the intervening period, while working to get the community on side with them. A basic tenant of negotiation is that "you don't negotiate against yourself". I feel the Plan you are considering crystalizes weakness and an unwillingness to fight for key good planning elements of the 2017 Plan. Having said that, I am particularly disappointed with the process by which Mr. West's Motion was defeated. Another in-camera meeting, as happened in April and then May of 2019 regarding the Yonge/Bernard KDA matter. At least in the earlier cases we had the results by way of a public vote the same day as the in-camera meeting. I also don't recall those earlier in-camera meetings catching anyone by surprise. This time they did.

In any event, at this point "what's done is done" and we find Council here on May 13, 2020. My suggestions are below:

Please reject the increased density provisions of the New Plan. My druthers would be for you to cap density at the 2017 Plan's 10,600 figure, but for it to include both "Residents & Jobs". In any event, please do not increase the 2017 densities. The Hold Backs Staff prescribe only start getting triggered at the 10,400 "Residents & Jobs" figure. However, none of the transit improvements deal with the fundamental East/West transit problem of the Yonge/Bernard KDA: Elgin Mills Road only goes beyond Bathurst Street (as Teston Road) as far as Dufferin Road. I found no mention in Staff's report if the continuation of Teston Road over the former dump lands and leading to Highway 400 will ever happen. There is also no mention whether widening Dufferin Road's 2 lanes, North and South of Teston Road will ever happen. Expansion of Dufferin is also complicated by the significant valley, Southbound towards Major MacKenzie Drive West. We've been waiting since the 1970s for the Elgin Mills overpass over the

CN Rail tracks. And that seems a far less ambitious undertaking than either of these projects, left unmentioned in Staff's Holdback provisions. I will also remind you that the Yonge/Bernard KDA was to be the smallest of Richmond Hill's KDAs, due to its most Northern location and the fact that Yonge and Bernard are not at the cross roads of major regional roads, like Carville/16th and Yonge and Highways 7 & 407 and Yonge. This KDA is inherently less able to handle serious increases in traffic volume. In addition, the revised Plan before you provide less space for parkland than the 2017 KDA Plan, but with the thousands more people needing to use it. The Linear parks and private urban squares in the new Plan are not enough for 10,000+ people to spread out in public open space. This becomes more apparent at times like the current COVID-19 pandemic and restrictions on distancing.

Regarding page 27 of the Staff's May 13 Report, please do not "pilot" the "45 degree angular plane" formula at the Yonge/Bernard KDA. Remember, the formula still "takes away half of someone's sky" from its point of reference - even if the formula sounds neat. If I am not mistaken, before the advent of Council's April 2019 Motion, none of the Developers were asking for more than 33 storeys. Although the 2017 Plan's 15 storey maximums fronting Yonge Street might not have been realistic, I highly doubt LPAT would have awarded Developers MORE than they were asking for by allowing them to build 41 storey towers.

The idea of "45-degree angular plane" formula providing for the construction of such 41 storey towers in this, the most Northern and the smallest of Richmond Hill's suburban KDA neighbourhoods, frankly shocks the conscious. Moreover, as a general principle, higher building heights should result in more ground space for social amenities like parks – not just more density (see above).

I should also add that allowing for such height and density at the Yonge/Bernard KDA may distort the best timely use of the lands in Richmond Hill's other KDA's and in general. Builders might either eschew building in other locations, like the 2 larger KDAs intrinsically better suited for increased density in order to "make a quicker buck" at Yonge/Bernard. On the other hand, local KDA builders might actually delay building until market demand catches up to the "currently freakish" high-rise density allowed for by this New Plan. Meanwhile, the kind of development the market can better use in a timely manner, both locally and in other parts of Richmond Hill, might be delayed or distorted.

Please, please "listen to Staff" and not those opposed to new public roads in the Yonge/Bernard KDA. As with the 2017 Plan, I generally agree with Staff's advice regarding the benefits of new public roads interconnecting the KDA. However, I am not quite sure if nixing the Justus extension might actually make traffic worse on Yorkland North of that street. Traffic commuting from the Northwest towards Elgin Mills Eastbound currently travels across Brookside Road/Silverwood and Canyon Hill/Bernard to their intersections with Yorkland. There they then turn South, right past Justus Drive, towards Elgin Mills. I thought the 2017 Plan for Leyburn (which connects Brookside and Canyon Hill) to continue across Yonge Street to Justus Drive would divert that traffic from the intersections on Yorkland North of Justus Drive. On the other hand, maybe I'm missing something and it makes more sense to keep that Justus extension a private road like Staff suggests.

Regarding "those opposed to new public roads", I would be remiss if I did not express my shock and disappointment after reviewing Councillor Muench's 20 April 2020 PDF message to Ward 2 residents. A copy of same is attached with this letter. In his message, after pronouncing in big red letters "I'm opposed to increased TRAFFIC congestion on Yorkland", he goes on to say "Residents west of Yonge Street do not want our traffic, so why would we want theirs?" and "Unfortunately, staff and residents west of Yonge are supporting new roads transferring traffic from west of Yonge to east of Yonge onto Yorkland". These statements are clearly divisive, inflammatory and honestly don't make any sense. How would new public roads in the KDA "transfer" anymore traffic towards Yorkland than already exists from Eastbound Brookside/Silverwood and Canyon Hill/Bernard, from whatever destination they came from? Adding thousands of Residents & Jobs in the KDA would of course add traffic, but wouldn't that traffic still result in more traffic on those same streets towards Yorkland? As long as Yorkland is a more

convenient route to Eastbound Elgin Mills than Yonge Street, traffic will use it. Councillor Muench provides his 7 point plan for what the KDA must have, but while he provides specifics for how he wants 35% of the homes in the KDA “not required to own / lease a car or to have a parking space” and wants fewer parking spaces in general, his item 5 “STOP the plan to add new roads that will bring increased traffic congestion through Loblaw (at south east quadrant) and/or Tim Hortons plaza (at north east quadrant) to Yorkland” still doesn’t explain how removing public roads there reduces traffic on Yorkland. On the other hand, eschewing public roads does allow for more land to be available for development. I didn’t see Councillor Muench specifically mention anything about “public parks” in his plan.

Finally, while members of the Yonge/Bernard Residents Association (YRA) and other community members did not approve the density targets of the 2017 Plan, others like myself at the time, gave the administration of our Town and Staff the benefit of the doubt. And while, some people ultimately found the 2017 Plan “too dense”, no one suggested its 15-storey heights were “too high”. In fact, it has always been the Developers for whom the 2017 Plan was always “not high enough”, “not dense enough” and ultimately “not profitable enough”. But here’s the thing - They’re businesses with obligations to “push” authorities to maximize shareholder value. They’re supposed to ask for more than what they expect to settle for. And I remind you that if Mr. Li was not sufficiently opposed to the 2017 Plan such that he became a non-appellant party before the LPAT himself, then NONE of us in the YRA community would have standing today to oppose what the Developers and what we fear Council will do to the future of the Yonge/Bernard KDA area. Remember, it was this Council’s treatment of the 2017 Plan, starting in April of 2019, that fundamentally altered my earlier complacency. This has increasingly been the case with more and more Richmond Hill residents regarding this and other matters.

And I must add that it was obvious in April of 2019 that Councillors Muench, Beros, Perrelli, Liu and DiPaola (the balance of Council) were not willing to have Richmond Hill continue defending the 2017 Plan before LPAT. That was obvious with their support of Councillor Muench’s April 2019 Motion. After public backlash, Councillor Perrelli’s motion of May 2019 to rescind the motion he had earlier supported was clearly not a reaffirmation of the 2017 KDA Plan. But it was obvious the balance of Council wanted the plan substantially changed. They also made it clear with the “whereas” statements of Councillor Perrelli’s motion that they wanted “higher and denser”. While essentially the same Staff who gave us the 2017 Report have presented Council with this one, I think most people were not expecting such drastic recommendations. Moreover, as a member of the public, not privy to either of the secret deliberations in April or May 2019, I conclude from the available evidence that to characterize the May 2019 Motion as anything other than a “take it” (have Staff revisit the 2017 Plan with a view to “higher and denser”) or “leave it” (the 2017 Plan as altered in April 2019) proposition would be unrealistic for Councillors.

As with my last correspondence to Council, I will again close with an excerpt from the last e-mail exchange between myself and a local MPP pursuant to my original 13 April e-mail (all of you were copied):

As for your trust that Council will act in the best interests of the residents of Richmond Hill, I myself have utmost confidence in some of them to actually do so. As for others, less so based on the history of how we got to the situation where we are today. We have a fundamentally different Secondary plan being proposed on account of the balance of this current Council, which chose not to defend the old one instead of capitulating to developers in the first place on 16 April 2019.

I'm hoping the balance of Councillors have modified their views since then, or that they will at least allow residents a full and fair chance to review and respond to the fundamentally new plan being proposed.

All the above is respectfully submitted.

Tim Tucci

BernardKDA@richmondhill.ca
John Li,
Sheila Wang



April 20, 2020

Yonge/Bernard KDA Secondary Plan

I'm opposed to increasing TRAFFIC Congestion on Yorkland

As your Ward 2 Councillor, I continue to OPPOSE new public roads through the Yonge/ Bernard Key Development Area (Y/B KDA) which serve only to **increase traffic congestion** and infiltrate the neighbourhoods east of Yonge Street in the Yorkland, Bernard and Justice Corridor.

On May 13, 2020, the 10 year master development plan for the area is being presented to Council.

In 2016, a study of the plan began and since then residents east of Yonge Street in the Bernard / Yorkland / Justice / Oldhill community (Ward 2) have been very clear that they strongly oppose increasing roads and traffic onto Yorkland. Congestion on Yorkland is unbearable and is at its capacity.

Adding **car focused development** and roads which will create traffic congestion by channeling commuters west of Yonge Street onto Yorkland Street **is NOT SUPPORTED and UNACCEPTABLE** to ALL Ward 2 residents east of Yonge Street and I am asking you to speak out with me.

Residents west of Yonge Street do not want our traffic, so why would we want theirs?

All property owners east of Yonge Street (including Loblaw, Richmond Hill Retirement Home and Tim Hortons Plaza) propose to limit road expansion and vehicle access to protect the community from excessive traffic as development evolves. Unfortunately, staff and residents west of Yonge are supporting new roads transferring traffic from west of Yonge to east of Yonge onto Yorkland.

With the property owners' support, I am proposing the implementation of strict transportation demand management measures (TDM) to new developments (which includes reduced parking standards, less parking spaces, bicycle parking, car share, electric vehicles, etc), to support walkability for the community and embrace transit that also supports the newly constructed \$ 500 million bus rapid transit (BRT) on Yonge Street.

All new development must be smart, fit in with the community, support transportation investments, and make a positive impact to the existing residents while reducing the traffic burden.

The Yonge Street corridor at Bernard has been planned for major development growth since being approved in the 2010 Richmond Hill Official Plan. As Y/B KDA is the second intensification Key Development Area (KDA) in Richmond Hill (16th and Yonge the other), implementing “good planning principles” should be top of mind for planners for any future developments.

Since I was first elected in 2014, I have been very active in fighting for responsible growth for the area. Top of mind is getting the bridge over Elgin Mills planned and funded within 10 years of being first elected, reduce the traffic burden on Yorkland and create a walkable, livable community.

Growth of 40,000 people in the next 10 years is coming to Richmond Hill (70,000 in 20 years) with Yonge / Bernard envisioned to be participating significantly in that population growth. As such, resident opposition to STOP the creation of new roads and traffic congestion MUST continue.

Here is my plan. Recognizing the need for new development and housing along Yonge Street, development in the Y/B KDA shall:

1. **Enhance** the livelihood and **walkability** of the community while protecting the flow and character of the existing neighbourhoods east of Yonge Street.
2. **Reduce** the need for **automobile use** by requiring new developments be transit supportive.
3. Focus on **moving people actively** by providing pedestrian and cycling connections.
4. The City of Richmond Hill and York Region should prioritize the funding and construction of **a bridge over the CN Rail Line** on Elgin Mills **NOW**.
5. **STOP** the plan to add **new roads** that will bring increased traffic congestion through Loblaw (at south east quadrant) and/or Tim Hortons plaza (at north east quadrant) to Yorkland.
6. Support intensification on Yonge Street to **reduce traffic congestion** and gridlock while improving housing affordability. By requiring all new high rise development to reduce parking standards, and to reduce congestion by 40%, will improve the livability of the area.
 - a. Embracing TDM by ensuring that at least 35% of new development households in the Y/B KDA are not required to own / lease a car or to have a parking space, our community will be livable and vibrant.
 - b. New development plans should require new residents to embrace a walkable, public transit or alternative car use approach supporting the \$ 500 million bus rapid transit investment on Yonge Street.
 - c. Reducing parking spaces will save a cost of \$ 60,000 for each new residential unit allowing housing affordability to be achieved and improve the air quality of the area.
 - d. Ride share, bike lanes, auto share and electronic power stations should be a requirement to any new investment in the area.
7. **Support** the Richmond Hill **Retirement Residence** expansion at 70 Bernard from 5 stories to 9 as it has no impact on traffic and congestion because residents do not commute and senior care is needed.

Attached to this letter, you will find two maps of the area.

1. Staff's draft map of the Y/B KDA directly below which demonstrates the two new road patterns in **grey** that will affect everyone that utilizes Yorkland.

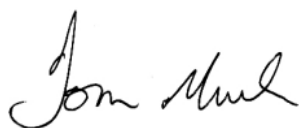
These roads flow into the existing Tom Hortons Plaza and behind Cora's which **intersect at Justice and Yorkland**.

2. The block plan and map for the Tim Hortons' quadrant of the Y/B KDA. Please note this proposal has NO PUBLIC ROAD through the Tim Hortons' site, protecting the Yorkland community.

As community meetings are not allowed due to COVID-19 protocols, I would like to hear your feedback and to answer any questions you may have.

I can be reached by phone, email or text anytime.

Best regards,

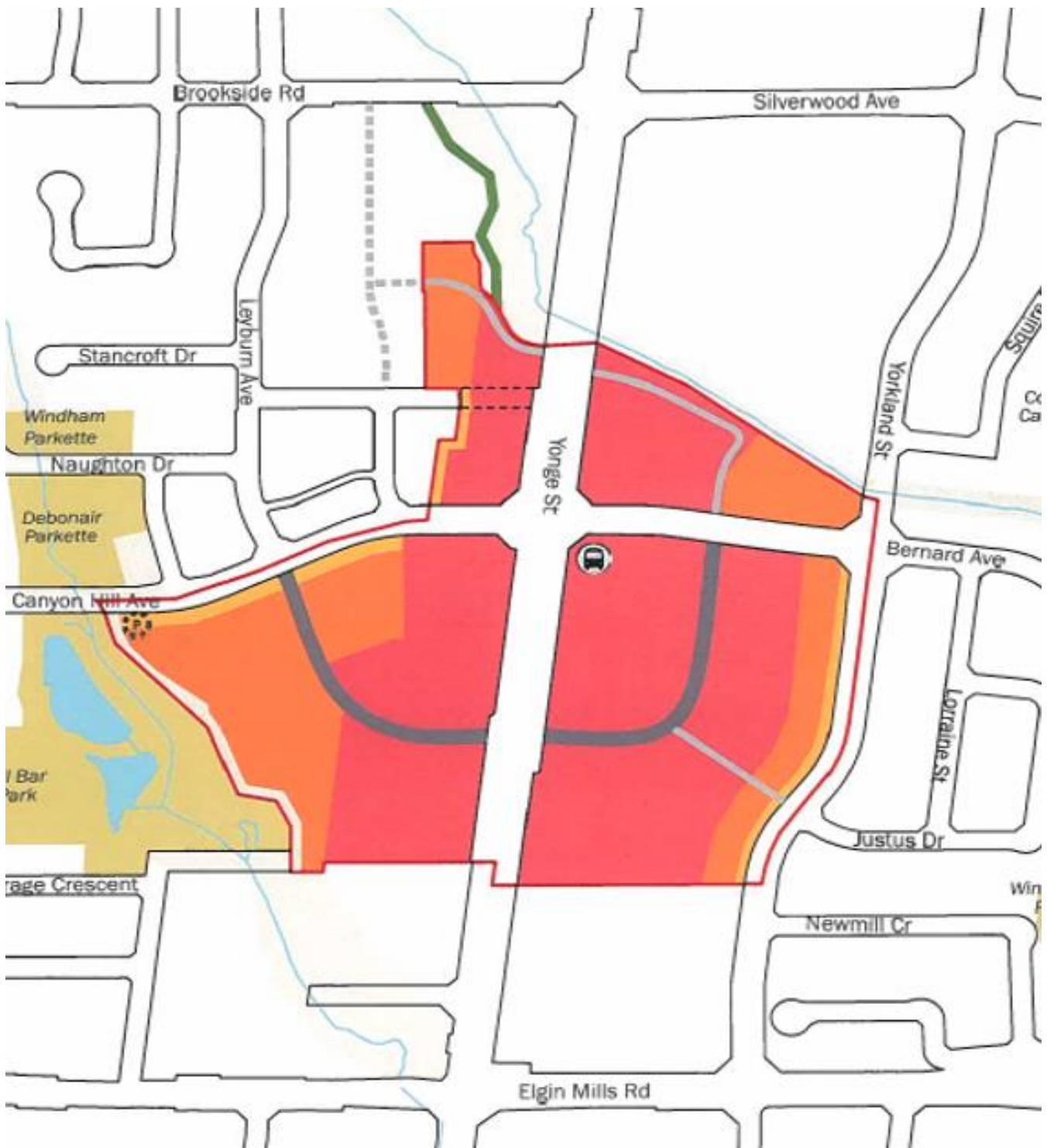


Ward 2 Councillor, Richmond Hill



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Staff's draft map of the Y/B KDA

Block plan and map for the Tim Hortons' quadrant of the Y/B KDA

