

Sept 23, 2020

Dear Mayor and the Council,

Re: high-density condo development at 10684 and 10692 Yonge St

My name is John Li, on behalf of the Yonge-Bernard Residents Association (YRA), we oppose the unreasonable high-density condo development at 10684 and 10692 Yonge St. The proposed building height and density far exceed those permitted by the Richmond Hill Office Plan and the York Region MTSA guideline, see the comparison table below for details.

Comparison of the proposed and permitted height and density of the high-rise condo application on 10684 & 10692 Yonge St					
Item	Permitted	Proposed	Proposed vs. Permitted	Unit	Note
Building Height	15	28	187%	storeys	
Land Size		0.5		hectare	
Total GFA	10,000	23,307	233%	m2	
FSI	2.00	4.66	233%		Not 4.15
Non-Res. GFA		1,118		m2	
GFA per Job		35		m2	
Employment		32		jobs	
Residential GFA		22,189		m2	
Assume 15% of Residential GFA is Common Areas		3,328		m2	
Dwellings		284		units	
Residents per Unit		1.65		r/unit	
Average Apartment Size		66.4		m2/unit	715 ft2
Density	160	1,007	630%	r&j/ha	

This site is located at Flood Vulnerable Area and adjacent to 2-storey residential houses; it's not appropriate to accept such a high-rise tower at this location if we consider the number of neighborhood basement leaking insurance claims, traffic, high-rise shadows and privacy of the neighborhood backyards.

Recently, there is a very strange phenomenon. Once you encounter some ultra-high-density applications that obviously violate basic common sense, then some pro-developer councillors will jump out and using the provincial and York region intensification plans to mislead the public. They claim that it was the upper-tier government pressured RH to propose or accept record-breaking density. The reality is that the Province and York Region have never asked RH to propose any unreasonable development plans. In contrast, 2 weeks ago on Sept 10th York Region revised the **2020 Proposed Major Transit Station Areas (MTSA) plan**, see attached file. In the latest revision, York Region has lowered ALL proposed MTSA ultra-high-density targets from 400-500 residents and jobs per hectare (r&j/ha) to 300-400 r&j/ha, including the Richmond Hill Central Subway Station, which is the only Urban Growth Center (UGC) planned in RH; although it has proposed subway station + Highway 7 and Highway 407, the York Region still lowers its density target from 500 r&j/ha

to 400 r&j/ha. With this revision, York Region has sent a clear message to all stakeholders that the York Region is opposed to any unreasonable ultra-high-density development.

Richmond Hill Central Subway Station's proposed NEW target for 2041 is 400 r&j/ha, is it appropriate to accept an over 1,000 residents and jobs per hectare application in this location?!

Thank you

Sincerely,
John Li

2020 PROPOSED MAJOR TRANSIT STATION AREAS

SEPTEMBER 2020

MTSA INDEX

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Aurora	Aurora GO Station	61	150	150
East Gwillimbury	East Gwillimbury GO Station	63	200	150
East Gwillimbury	Green Lane BRT Station	50	160	160
King	King City GO Station	60	80	150
Markham	Allstate Parkway BRT Station	27	160	160
Markham	Andre De Grasse BRT Station	33	300	160
Markham	Cedarland BRT Station	31	300	160
Markham	Chalmers BRT Station§	22	200	160
Markham	Clark Subway Station*§	6	250	200
Markham	Cornell BRT Station	36	200	160
Markham	East Beaver Creek BRT Station§	26	200	160
Markham	Enterprise BRT Station	34	250	160
Markham	Langstaff GO Station	64	400	150
Markham	Langstaff-Longbridge Subway Station*§	5	400	200
Markham	Leslie-Highway 7 BRT Station§	25	200	160
Markham	McCowan BRT Station	35	200	160
Markham	Milliken GO Station	65	250	150
Markham	Montgomery BRT Station	29	200	160
Markham	Mount Joy GO Station	67	200	150
Markham	Royal Orchard Subway Station*§	70	250	200
Markham	Steeles Subway Station*§	7	300	200
Markham	Town Centre BRT Station	30	200	160
Markham	Unionville GO Station	66	300	150
Markham	Valleymede BRT Station§	23	250	160
Markham	Warden BRT Station	32	300	160
Markham	West Beaver Creek BRT Station§	24	250	160
Markham	Woodbine BRT Station	28	160	160
Newmarket	Bonshaw BRT Station	49	160	160
Newmarket	Eagle BRT Station	47	200	160
Newmarket	Highway 404 BRT Station	56	160	160
Newmarket	Huron Heights BRT Station	54	160	160
Newmarket	Leslie-Davis BRT Station	55	160	160
Newmarket	Longford BRT Station	51	200	160
Newmarket	Main BRT Station	52	160	160
Newmarket	Mulock BRT Station	46	160	160
Newmarket	Mulock GO StationΔ	62	150	150
Newmarket	Savage-Sawmill BRT Station	45	160	160
Newmarket	Southlake BRT Station	53	200	160
Newmarket	Yonge-Davis BRT Station	48	250	160

*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Richmond Hill	16th-Carrville BRT Station	38	300	160
Richmond Hill	19th-Gamble BRT Station	44	160	160
Richmond Hill	Bantry-Scott BRT Station	37	200	160
Richmond Hill	Bathurst-Highway 7 BRT Station†	20	160	160
Richmond Hill	Bayview BRT Station	21	160	160
Richmond Hill	Bernard BRT Station	43	200	160
Richmond Hill	Chalmers BRT Station§	22	200	160
Richmond Hill	Crosby BRT Station	41	160	160
Richmond Hill	East Beaver Creek BRT Station§	26	200	160
Richmond Hill	Elgin Mills BRT Station	42	160	160
Richmond Hill	Gormley GO Station	72	10	150
Richmond Hill	Leslie-Highway 7 BRT Station§	25	200	160
Richmond Hill	Major Mackenzie BRT Station	40	160	160
Richmond Hill	Richmond Hill Centre Subway Station	4	400	200
Richmond Hill	Richmond Hill GO Station	71	150	150
Richmond Hill	Valleymede BRT Station§	23	250	160
Richmond Hill	Weldrick BRT Station	39	200	160
Richmond Hill	West Beaver Creek BRT Station§	24	160	160
Vaughan	Ansley Grove BRT Station	10	200	160
Vaughan	Atkinson BRT Station	19	160	160
Vaughan	Clark Subway Station*§	6	250	200
Vaughan	Commerce BRT Station	12	350	160
Vaughan	Concord Station BRT Station	15	160	160
Vaughan	Creditstone BRT Station	13	300	160
Vaughan	Disera-Promenade BRT Station	18	200	160
Vaughan	Dufferin BRT Station	16	160	160
Vaughan	Highway 407 Subway Station†	2	0	200
Vaughan	Keele BRT Station	14	160	160
Vaughan	Kirby GO StationΔ	59	150	150
Vaughan	Langstaff-Longbridge Subway Station*§	5	200	200
Vaughan	Maple GO Station	58	150	150
Vaughan	Pine Valley BRT Station	9	160	160
Vaughan	Pioneer Village Subway Station	3	200	200
Vaughan	Royal Orchard Subway Station*§	71	200	200
Vaughan	Rutherford GO Station	57	150	150
Vaughan	Steeles Subway Station*§	7	300	200
Vaughan	Taiga BRT Station	17	160	160
Vaughan	Vaughan Metropolitan Centre Subway	1	400	200
Vaughan	Weston BRT Station	11	250	160
Vaughan	Wigwoss-Helen BRT Station	8	160	160

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‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Whitchurch-Stouffville	Lincolnville GO Station	69	150	150
Whitchurch-Stouffville	Stouffville GO Station	68	150	150
Markham / Richmond Hill	Chalmers BRT Station	22	200	160
Markham / Richmond Hill	East Beaver Creek BRT Station	26	200	160
Markham / Richmond Hill	Leslie-Highway 7 BRT Station	25	200	160
Markham / Richmond Hill	Valleymede BRT Station	23	250	160
Markham / Richmond Hill	West Beaver Creek BRT Station	24	215	160
Markham / Vaughan	Clark Subway Station*	6	250	200
Markham / Vaughan	Langstaff-Longbridge Subway Station*	5	355	200
Markham / Vaughan	Royal Orchard Subway Station*	70	235	200
Markham / Vaughan	Steeles Subway Station*	7	300	200

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Vaughan Metropolitan Centre Subway Station

Near Highway 7 and Millway Avenue

MTSA 1

Vaughan



Legend

Major Transit Station

Priority Subway/ Bus Rapid Transit

Propose MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Subway

Bus Rapid Transit

Other Transit Corridors

Bus Rapid Transit

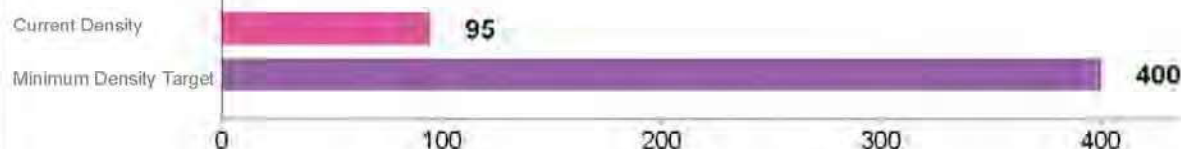
Vaughan Metropolitan Centre Subway Station MTSA

Gross Area:
99.41 ha



0 100 200 m

Density (People & Jobs per Hectare)



The Regional Municipality of York
Corporate Services,
Planning and Economic Development
August 2020

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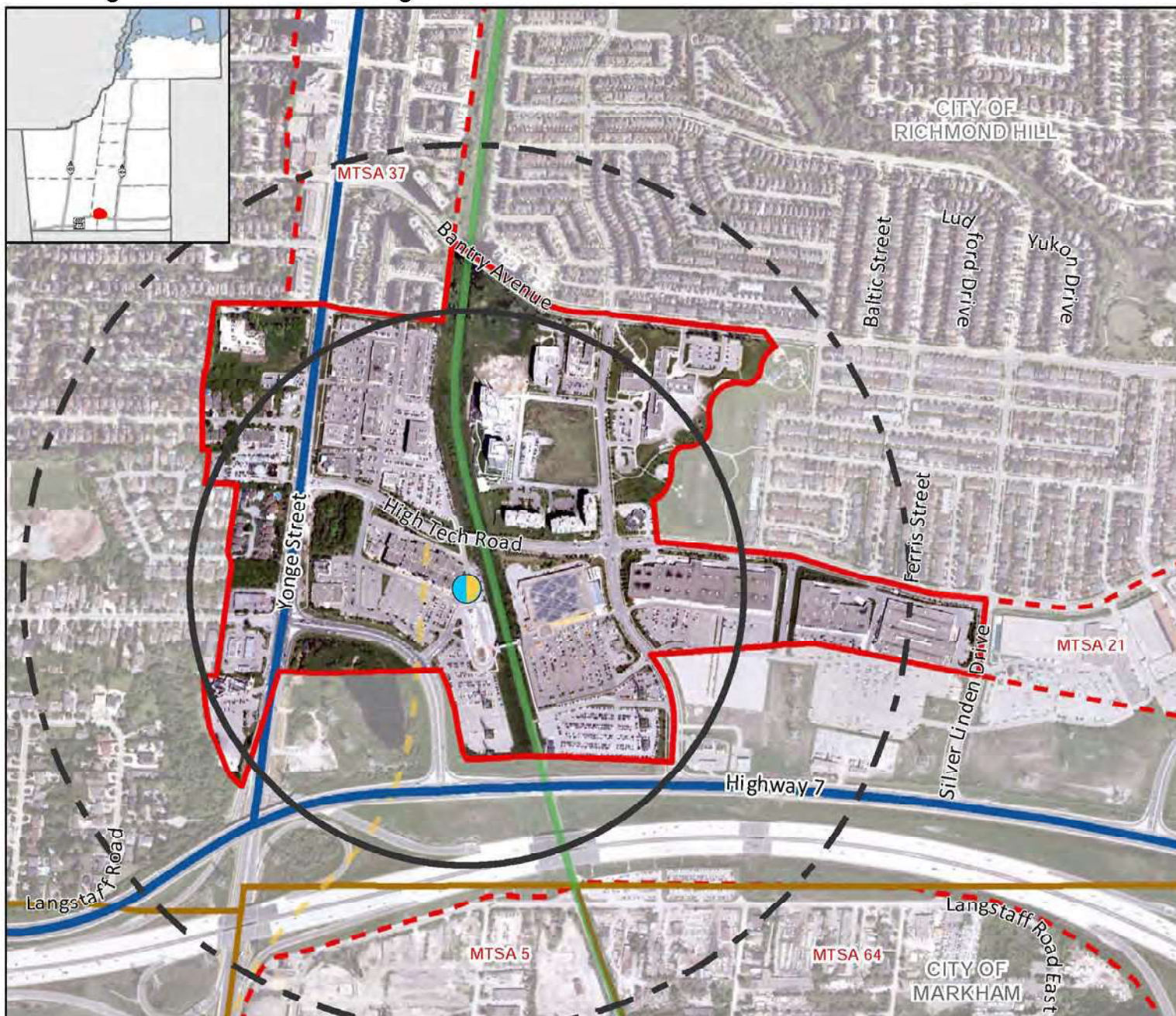
See York.ca for disclaimer information

Richmond Hill Centre Subway Station

Near High Tech Road and Yonge Street

MTSA 4

Richmond Hill



Legend

Major Transit Station

Priority Bus Rapid Transit/ Other Subway

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Subway

GO Rail

Local Municipal Boundary

Richmond Hill
Centre Subway
Station MSTA
Gross Area:
73.32 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

65

Minimum Density Target

400

0 100 200 300 400



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September 2020 York Region Revised MTSA Plan

York Region has lowered all MTSA high-density targets without exception

MTSA ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Provincial Plan Min. Density Target	York 2019 Proposed Density Target	York 2020 Revised Density Target	Target Difference (2019 vs. 2020)
4	Richmond Hill Centre Subway Station	Richmond Hill	Subway	Yes	200	500	400	-100
1	Vaughan Metropolitan Centre Subway	Vaughan	Subway	No	200	500	400	-100
64	Langstaff GO Station	Markham	Go Train	Yes	150	500	400	-100
5	Langstaff-Longbridge Subway Station (M)*	Markham	Subway	No	200	450	400	-50
66	Unionville GO Station	Markham	Go Train	Yes	150	450	300	-150
33	Andre De Grasse BRT Station	Markham	BRT	Yes	160	450	300	-150
31	Cedarland BRT Station	Markham	BRT	No	160	400	300	-100
					Average	464	357	-107
						100%	77%	-23%
12	Commerce BRT Station	Vaughan	BRT	No	160	350	350	0
7	Steeles Subway Station (M)*	Markham	Subway	No	200	300	300	0
32	Warden BRT Station	Markham	BRT	No	160	300	300	0
38	16Th-Carrville BRT Station	Richmond Hill	BRT	No	160	300	300	0
13	Creditstone BRT Station	Vaughan	BRT	No	160	300	300	0
24	West Beaver Creek BRT Station (M)	Markham	BRT	No	160	300	250	-50
27	Allstate Parkway BRT Station	Markham	BRT	No	160	300	160	-140

List of Sept 2020 York Region Revised 72 MTSAs

MTSA ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Provincial Plan Min. Density Target	York 2019 Proposed Density Target	York 2020 Revised Density Target	Target Difference (2019 vs. 2020)
61	Aurora GO Station	Aurora	Go Train	Yes	150	200	150	-50
63	East Gwillimbury GO Station	East Gwillimbury	Go Train	No	150	200	200	
50	Green Lane BRT Station	East Gwillimbury	BRT	No	160	160	160	
60	King City GO Station	King	Go Train	No	150	80	80	
27	Allstate Parkway BRT Station	Markham	BRT	No	160	300	160	-140
33	Andre De Grasse BRT Station	Markham	BRT	Yes	160	450	300	-150
31	Cedarland BRT Station	Markham	BRT	No	160	400	300	-100
22	Chalmers Station (M)	Markham	BRT	No	160	200	200	
6	Clark Subway Station (M)*	Markham	Subway	No	200	200	250	50
36	Cornell BRT Station	Markham	BRT	No	160	200	200	
26	East Beaver Creek Station (M)*	Markham	BRT	No	200	250	200	-50
34	Enterprise BRT Station	Markham	BRT	Yes	160	250	250	
64	Langstaff GO Station	Markham	Go Train	Yes	150	500	400	-100
5	Langstaff-Longbridge Subway Station (M)*	Markham	Subway	No	200	450	400	-50
25	Leslie-Highway 7 BRT Station (M)	Markham	BRT	No	160	250	200	-50
35	McCowan BRT Station	Markham	BRT	No	160	200	200	
65	Milliken GO Station	Markham	Go Train	Yes	150	250	250	
29	Montgomery BRT Station	Markham	BRT	No	160	200	200	
67	Mount Joy GO Station	Markham	Go Train	Yes	150	200	200	
70	Royal Orchard Subway Station (M)* - NEW	Markham	Subway	No	200	250	250	
7	Steeles Subway Station (M)*	Markham	Subway	No	200	300	300	
30	Town Centre BRT Station	Markham	BRT	No	160	200	200	
66	Unionville GO Station	Markham	Go Train	Yes	150	450	300	-150
23	Valleymede BRT Station (M)	Markham	BRT	No	160	250	250	
32	Warden BRT Station	Markham	BRT	No	160	300	300	
24	West Beaver Creek BRT Station (M)	Markham	BRT	No	160	300	250	-50
28	Woodbine BRT Station	Markham	BRT	No	160	200	160	-40
49	Bonshaw BRT Station	Newmarket	BRT	No	160	160	160	
47	Eagle BRT Station	Newmarket	BRT	No	160	200	200	
56	Highway 404 BRT Station	Newmarket	BRT	No	160	160	160	
54	Huron Heights BRT Station	Newmarket	BRT	No	160	160	160	
55	Leslie-Davis BRT Station	Newmarket	BRT	No	160	160	160	
51	Longford BRT Station	Newmarket	BRT	No	160	200	200	
52	Main BRT Station	Newmarket	BRT	No	160	160	160	
46	Mulock BRT Station	Newmarket	BRT	Yes	160	160	160	
62	Mulock GO Station ***	Newmarket	Go Train	Yes	150	150	150	
45	Savage-Sawmill BRT Station	Newmarket	BRT	Yes	160	160	160	
53	Southlake BRT Station	Newmarket	BRT	No	160	250	200	-50
48	Yonge-Davis BRT Station	Newmarket	BRT	No	160	250	250	
38	16Th-Carrville BRT Station	Richmond Hill	BRT	No	160	300	300	
44	19th-Gamble BRT Station	Richmond Hill	BRT	No	160	160	160	
37	Bantry-Scott BRT Station	Richmond Hill	BRT	No	160	200	200	
20	Bathurst-Highway 7 BRT Station (R) **	Richmond Hill	BRT	Yes	160	0	160	160
21	Bayview BRT Station	Richmond Hill	BRT	Yes	160	160	160	
43	Bernard BRT Station	Richmond Hill	BRT	No	160	200	200	
22	Chalmers BRT Station (R)	Richmond Hill	BRT	No	160	200	200	
41	Crosby BRT Station	Richmond Hill	BRT	No	160	160	160	
26	East Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	160	250	200	-50
42	Elgin Mills BRT Station	Richmond Hill	BRT	No	160	160	160	

72	Gormley GO station - NEW	Richmond Hill	Go Train	Yes	150	0	10	10
25	Leslie-Highway 7 BRT Station (R)	Richmond Hill	BRT	No	160	250	200	-50
40	Major Mackenzie BRT Station	Richmond Hill	BRT	No	160	160	160	
4	Richmond Hill Centre Subway Station	Richmond Hill	Subway	Yes	200	500	400	-100
71	Richmond Hill GO station - NEW	Richmond Hill	Go Train	Yes	150	150	150	
23	Valleymede BRT Station (R)	Richmond Hill	BRT	No	160	250	250	
39	Weldrick BRT Station	Richmond Hill	BRT	No	160	200	200	
24	West Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	160	160	160	
10	Ansley Grove BRT Station	Vaughan	BRT	No	160	200	200	
19	Atkinson BRT Station	Vaughan	BRT	Yes	160	160	160	
20	Bathurst-Highway 7 BRT Station (V)	Vaughan	BRT	Yes	160	80	0	-80
6	Clark Subway Station (V)*	Vaughan	Subway	No	200	250	250	
12	Commerce BRT Station	Vaughan	BRT	No	160	350	350	
15	Concord Station BRT Station	Vaughan	BRT	Yes	160	160	160	
13	Creditstone BRT Station	Vaughan	BRT	No	160	300	300	
18	Disera-Promenade BRT Station	Vaughan	BRT	No	160	200	200	
16	Dufferin BRT Station	Vaughan	BRT	No	160	160	160	
2	Highway 407 Subway Station ****	Vaughan	Subway	No	200	200	0	-200
14	Keele BRT Station	Vaughan	BRT	No	160	160	160	
59	Kirby GO Station ***	Vaughan	Go Train	No	150	150	150	
5	Langstaff-Longbridge Subway Station (V)*	Vaughan	Subway	Yes	200	200	200	
58	Maple GO Station	Vaughan	Go Train	No	150	150	150	
9	Pine Valley BRT Station	Vaughan	BRT	No	160	160	160	
3	Pioneer Village Subway Station	Vaughan	Subway	No	200	250	200	-50
70	Royal Orchard Subway Station (V)* -NEW	Vaughan	Subway	Yes	200	200	200	
57	Rutherford GO Station	Vaughan	Go Train	No	150	150	150	
7	Steeles Subway Station (V)*	Vaughan	Subway	No	200	250	300	50
17	Taiga BRT Station	Vaughan	BRT	No	160	160	160	
1	Vaughan Metropolitan Centre Subway	Vaughan	Subway	No	200	500	400	-100
11	Weston BRT Station	Vaughan	BRT	No	160	250	250	
8	Wigwoss-Helen BRT Station	Vaughan	BRT	No	160	160	160	
69	Lincolnville GO Station	Whitchurch-Stouffville	Go Train	Yes	150	150	150	
68	Stouffville GO Station	Whitchurch-Stouffville	Go Train	No	150	150	150	
				Average	165	219	202	-16
				Ratio	100%	133%	123%	-10%
*	Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.							
**	Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.							
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