

**From:** Peter Albert  
**Sent:** Thursday, May 7, 2020 11:21 PM  
**To:** Godwin Chan <[godwin.chan@richmondhill.ca](mailto:godwin.chan@richmondhill.ca)>  
**Cc:** Planning Richmondhill <[planning@richmondhill.ca](mailto:planning@richmondhill.ca)>  
**Subject:** Opposition to proposed Oneida Crescent development

Dear Mr. Chan,

Thank you for your letter dated April 16, 2020 regarding the possibility of rezoning the field at Oneida Crescent. Firstly, I agree with your comments that it's inappropriate for the application to proceed during these difficult times, when people have more urgent concerns - such as their health and job stability. To be frank, proceeding without public consultation seems inappropriate and undemocratic.

As a background, I have been an owner and resident at 11 Oneida Crescent since October 2010. During the past decade, several large condo projects have already been built on this small street. For the reasons I'll outline below, the changes have had a negative effect on our community. I'm writing to express my opposition to the aforementioned plan to cram more condos into this already congested area.

For the record, I agree that the field should be developed into some type of housing. I'm not opposed to the prospect of development in general; my concerns are specific to this proposal (to create four large condo towers).

Oneida Crescent is a small street. It's not located on an arterial roadway, and isn't directly connected to either Yonge Street or Highway 7. The street is only about 160 meters long, and 160 meters wide. It isn't unreasonable to build large condo towers on major streets; however I don't understand the rationale for cramming more condo buildings onto a roadway which is barely larger than a baseball diamond, and disconnected from the major roadways in the area.

When I first moved to 11 Oneida Crescent a decade ago, traffic was light. Now that 55 and 65 Oneida Crescent have been built, there are often long traffic backups in the mornings. There are already a number of new condos (3 towers, I believe) being built on the northwest corner of the street - the traffic and congestion is only going to get worse. It will be worse still with four more high-density condo towers (per this proposal). I would like to know if the people planning this project have ever tried to turn onto Red Maple from Oneida during rush hour?

Furthermore, due to the rapid intensification of the area, cars frequently park on either side of the narrow roadway. I'm unclear if street parking is legal or not but either way, it creates challenges due to the high volume of vehicles exiting from 11, 23 39, 55 and 65 Oneida Crescent - turning onto a narrow street with reduced visibility due to the volume of cars on the road. More troublesome is the reality that many parents cross Red Maple (the adjacent street) with their children to take them to school. I have witnessed numerous incidents over the past several years (since the opening of 55 and 65 Oneida) where parents/children nearly get hit by vehicles trying to turn onto Red Maple.

Of course, parents shouldn't be jaywalking; but the reality is this problem was virtually nonexistent ten years ago, and is a direct result of the intensification in the area. Adding four massive condo towers, with another thousand cars, will only add to the problem.

Despite the significant increase in density over the past decade, there haven't been any meaningful improvements in public transit. I understand there's talk about the TTC being extended nearby but forgive me for being skeptical - they were saying that ten years ago and there's been no tangible progress. (Even the Viva website says the project is at least ten years away - assuming no delays). I often take the Go train downtown; since there's been no meaningful increase in the frequency of the trains, but a few thousand more people now live in the area (directly on Oneida, and other similar condo projects up to Yonge & 16th/Carrville), the trains have become crowded. Traffic on nearby streets (such as Yonge, Highway 7 and Bayview) is becoming worse each year and I find I often need to plan my days around rush hour to avoid the economically unproductive activity of being stuck in traffic. I realize that these outcomes aren't directly the fault of the condo developer - but my point is, why are we building more and more condos when it's obvious that the infrastructure is lagging badly behind? The results of trying to "catch up" infrastructure in an already-developed area are often frustrating - the complaints about the Viva bus expansion on Highway 7, or the Eglinton LRT construction, are well-documented.

Additionally, the proposed project would destroy green space in the community. The existence of so many fields used to be one of the best features of Oneida Crescent. If this project proceeds, substantially all of the greenspace from ten years ago will be destroyed. It's true that there's a park across Red Maple but, like everything else in the community, it's become more crowded due to the recent intensification in the area. (I'll also note, based on the construction of 55 and 65 Oneida, that the process would likely drag on for years - which creates noise concerns for those of us who work from a home office, and significant dust contamination during the summer). This is a particularly salient point in light of the COVID-19 pandemic as, I would imagine, working from home will become more common in the future - so the noise of construction would become more of an impediment in the future.

As I said, I'm not opposed to the general concept of the field being turned into housing. It shouldn't remain a field forever. My understanding is, for a long time, the plan was to turn the field into townhouses. (I'm aware of a proposal by Tralee Development Inc. which seems to be a better fit - and for the record I have no personal or professional connection with that company). This is a much better plan for existing and future residents. Since the development would be less dense, the problems that I listed (traffic congestion, danger crossing Red Maple, inadequate infrastructure) would be less of a concern, by virtue of there being fewer residents crammed into this small street.

Thanks for considering these comments. In summary, I'm concerned that the proposal would make the neighbourhood more congested and less safe for long-time residents. Proceeding without public consultation during a pandemic is inappropriate and cowardly. The planners and builders don't have to deal with the aftermath of the

negative changes to the community - the tax-paying residents endure all of the downsides.

Regards,  
Peter Albert

**From:** Peter Albert

**Sent:** Monday, January 11, 2021 9:43 PM

**To:** Doris Cheng ; Clerks Richmondhill

**Subject:** Opposition to proposed Oneida Crescent development

Dear Ms. Cheng,

Thank you for your letter dated December 10th, 2020 regarding the proposed development at Oneida Crescent. As a background, I have been an owner and resident at 11 Oneida Crescent since October 2010. During the past decade, several large condo projects have already been built on this small street. For the reasons I'll outline below, the changes have had a negative effect on our community. I'm writing to express my opposition to the aforementioned plan to cram more condos into this already congested area.

For the record, I agree that the field should be developed into some type of housing. I'm not opposed to the prospect of development in general; my concerns are specific to this proposal (to create four large condo towers).

Oneida Crescent is a small street. It's not located on an arterial roadway, and isn't directly connected to either Yonge Street or Highway 7. The street is only about 160 meters long, and 160 meters wide. It isn't unreasonable to build large condo towers on major streets; however I don't understand the rationale for cramming more condo buildings onto a roadway which is barely larger than a baseball diamond, and disconnected from the major roadways in the area.

When I first moved to 11 Oneida Crescent a decade ago, traffic was light. Now that 55 and 65 Oneida Crescent have been built, there are often long traffic backups in the mornings. There are already a number of new condos (3 towers, I believe) being built on the northwest corner of the street - the traffic and congestion is only going to get worse. It will be worse still with four more high-density condo towers (per this proposal). I would like to know if the people planning this project have ever tried to turn onto Red Maple from Oneida during rush hour? (I realize the road was recently widened, but that's increasing the capacity to where it should have been five years ago).

Furthermore, due to the rapid intensification of the area, cars frequently park on either side of the narrow roadway. I'm unclear if street parking is legal or not but either way, it creates challenges due to the high volume of vehicles exiting from 11, 23, 39, 55 and 65 Oneida Crescent - turning onto a narrow street with reduced visibility due to the volume of cars on the road. More troublesome is the reality that many parents cross Red Maple (the adjacent street) with their children to take them to school. I have witnessed numerous incidents over the past several years (since the opening of 55 and 65 Oneida) where parents/children nearly get hit by vehicles trying to turn onto Red Maple. Of course, parents shouldn't be jaywalking; but the reality is this problem was virtually nonexistent ten years ago, and is a direct result of the intensification in the area. Adding four massive condo towers, with another thousand cars, will only add to the problem.

Despite the significant increase in density over the past decade, there haven't been any meaningful improvements in public transit. I understand there's talk about the TTC being extended nearby but forgive me for being skeptical - they were saying that ten years ago and there's been no tangible progress. (Even the Viva website says the project is at least ten years away - assuming no delays). I often took the Go train downtown (pre COVID); since there's been no meaningful increase in the frequency of the trains, but a few thousand more people now live in the area (directly on Oneida, and other similar condo projects up to Yonge & 16th/Carrville), the trains have become crowded. Traffic on nearby streets (such as Yonge, Highway 7 and Bayview) is becoming worse each year and I find I often need to plan my days around rush hour to avoid the economically unproductive activity of being stuck in traffic. I realize that these outcomes aren't directly the fault of the condo developer - but my point is, why are we building more and more condos when it's obvious that the infrastructure is lagging badly behind? The results of trying to "catch up" infrastructure in an already-developed area are often frustrating - the complaints about the Viva bus expansion on Highway 7, or the Eglinton LRT construction, are well-documented.

Additionally, the proposed project would destroy green space in the community. The existence of so many fields used to be one of the best features of Oneida Crescent. If this project proceeds, substantially all of the greenspace from ten years ago will be destroyed. It's true that there's a park across Red Maple but, like everything else in the community, it's become more crowded due to the recent intensification in the area. (I'll also note, based on the construction of 55 and 65 Oneida, that the process would likely drag on for years - which creates noise concerns for those of us who work from a home office, and significant dust contamination during the summer). This is a particularly salient point in light of the COVID-19 pandemic as, I would imagine, working from home will become more common in the future - so the noise of construction would become more of an impediment in the future.

As I said, I'm not opposed to the general concept of the field being turned into housing. It shouldn't remain a field forever. My understanding is, for a long time, the plan was to turn the field into townhouses. (I'm aware of a proposal by Tralee Development Inc. which seems to be a better fit - and for the record I have no personal or professional connection with that company). This is a much better plan for existing and future residents. Since the development would be less dense, the problems that I listed (traffic congestion, danger crossing Red Maple, inadequate infrastructure) would be less of a concern, by virtue of there being fewer residents crammed into this small street.

Thanks for considering these comments. In summary, I'm concerned that the proposal would make the neighbourhood more congested and less safe for long-time residents. The planners and builders don't have to deal with the aftermath of the negative changes to the community - the tax-paying residents endure all of the downsides.

Regards,  
Peter Albert