

David F. Fleiner
224 Glenada Court
Richmond Hill, ON L4C 5M7

Re: Acorn Development File #SRP.21.029
Meeting date March 24, 2021.

I am writing to express my very real and serious concerns regarding this application. I have lived in Richmond Hill for more than 50 years; the last 30 deeply involved with development issues affecting my neighbourhood. These include Guinevere, Sunliner/Glenada, Tridel/Renaissance, Laurier and Glenada infill. All were challenged at the OMB or LPAT. All ended with a somewhat acceptable solution, except Laurier, the only one this Council would be familiar with.

I would like to reserve the right to submit additional comments after----

1. We have seen and heard the presentation and Planner's comments.
2. We have time to review the material and reports not readily available or provided
3. And we have heard comments from individual Councillors.

Our major concerns are as follows:

- **This site is problematic.**
- **High Rise is not acceptable for this location.**
- **Traffic Concerns on Arnold.**
- **Traffic Concerns on Major Mackenzie.**
- **Impact on Existing Neighbourhood.**
- **Converting our Prime Residential Area to extreme High Density.**

This site is problematic.

For as long as I can remember attempts have been made to develop all or parts of this site without success. A recent application was filed and withdrawn by this applicant. It contained many similarities to the one now being discussed. I was told, at the time, they did not get Conservation approval to relocate the water course.

This site is in a flood zone. Surface water and run off is normal and finds its own level. Ground water and aquifers are the hazard. I am not an engineer but I would not be building multiple levels of underground parking on reclaimed land. This is reminiscent of the aquifer caused structural problems that occurred at the apartments on Maj. Mac. the other side of Yonge St to the embarrassment of Town Engineering and Council at that time.

The location is ¼ mile to a rapid transit stop and ½ mile to a full sized grocery store. Other services are out of this area.

High Rise is not acceptable for this location.

High rise is not the intention in any Official Plan.

Although it is reported there are 33 high rise apartments approved or in the works in Richmond Hill and should be sufficient to satisfy the provincial directive for intensification. Thankfully none in this entire quadrant.

My concern is that, if high intensity is allowed in this area, it will take away from the goal to revitalize the Village Core.

With the exception of 2 old rental properties the tallest building in this quadrant is the hospital with it's recent additions being 4 stories. There is no reason to compete with that for height.

Parking will be so limited with this plan some occupants will have to be car-less.

If by some chance, the applicant is relying on the OP height allowed in the Trench St. LDA they should note there is a 1.5 FSI which should also be observed. It should be noted that plan was done before the new hospital was built and may no longer be required.

Traffic Concerns on Arnold.

Arnold is a residential road and has existed since we were a village. It was designed to service the large lots on the south part of the village core. Since then, the small addition of the Guinevere traffic was easily managed. But the intrusion at the other end of Arnold by the impending Laurier development , with the addition of several hundred residents, is another story.

As it now exists Arnold is used as a bypass for the Yonge/Major Mac intersection. I suggest the City traffic study give full consideration to the traffic that occurs before and after shift changes at the fire, police, emergency and post office.

I have not seen a traffic study from the applicant yet. The Liberal article of last week quoted an expert saying "that projected travel behaviour is just not going to occur". For this reason I am requesting a Peer Review of the applicant's study.

Walking on Arnold recently I saw a sign saying "share the road". It meant with bike traffic not 2000 new residents.

Traffic concerns on Major Mackenzie.

It is my understanding that the region had previously denied road access to Major Mackenzie for a multiple residential application.

There is the question of whether the intersection at Arnold and Major Mackenzie can handle the increased load.

Rapid transit has been considered for Major Mackenzie similar to the Yonge St. system based on the current traffic load. It should be noted that car, and particularly truck traffic, is greater on Major Mac. than on Yonge through the village core according to previous traffic studies. The intention of the proposed rapid transit is to join the two hospitals. It is important to recognize that this site is not within a major transit station area. It is unlikely that it will include a stop at Arnold as well as Trench St. because of their closeness.

Impact on existing neighbourhood.

Our immediate area includes Arnold, Highland, Glenada and Guinevere. With Arnold being our only outside access route.

There will be a disruption of Arnold for services that are connected from Yonge.

Another delay in the Arnold reconstruction, already delayed from last year.

Traffic infiltration into our established area.

Construction traffic if allowed to enter Arnold.

Converting our Prime Residential Area to extreme High Density.

Please understand that these are facts and not intended to slight others. We live in a R1 zoned area - One of only two in all of R.H. This means larger lots and higher taxes. Recently, a home appeared on MLS at 148 Glenda for \$4 Million. The last 4 homes built in our neighbourhood over the last several years could have similar value. Believe me, this is a prime residential area.

According to R.H's. O.P, Infill is the suggested route for intensification in this area.

Let's take a good look at what you endorse or turn down!

I ask that you quickly process your rejection and ask that it only return

- With Regional approval for access onto Major Mackenzie.
- Conservation approval for redirecting the natural watercourse.
- A plan for all services to be performed from Major Mackenzie.
- Removal of any and all High Rise sections.
- The elimination of underground parking.

Not too much to ask for.

David F. Fleiner