Questions about the Draft Richmond Hill Center Secondary Plan

1. Lacking fundamental data

- Please provide the gross and developable size of proposed RHC and each character area, please fill in the table below:

Location	Gross Area (ha or m2)	Developable Area (ha or m2)	Note
Entire RH Center			
Inner Transit Area			
Outer Transit Area			
West of Yonge			
Bantry			
Red Maple			
South of High Tech			
Others			

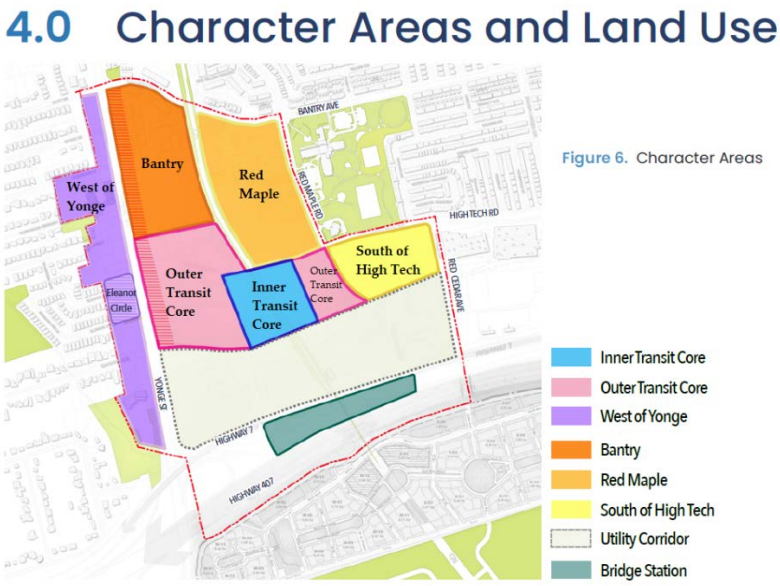

Figure 6. Character Areas

- Please provide your FSI calculation spreadsheet for review, especially the GFA per resident and job that was used for the FSI calculations. Why does FSI exceed North York Center & VMC so much?!
- Why does the FSI fluctuate so much in each area? How can we prevent all developers from pursuing the highest density? What are the specific measures?

Character Area	Minimum FSI	Maximum FSI
Inner Transit Core	3.5	9.5
Outer Transit Core	3.5	6.5
Bantry	2.5	4
South of High Tech	2.5	4.5
Red Maple	2.5	5.5
West of Yonge	2.0	2.5

Table 2. Character Area FSI Ranges

2. **Questions about current RHC yields**

- What's the RHC's residential target: 28,000 residents or 33,800 residents?
- What RH population and employment growth plan (let us call it the master plan) is used to allocate the total number of residents and jobs of RHC? In the master plan, have we also allocated residential and employment growth targets for other KDA, MTSA and non-intensive areas in RH? If so, please provide the data table for review. If not, why do we need this ultra-high density of 840 r&j/ha?
- A quick reminder that from 2010 to now, RH's growth target has never changed: In the next 20 years, or by 2041, we need to add about 65,000 new residents; or by 2051, add 100,000 new residents. To achieve this goal, on average we would need about 3,300 new residents per year, with about 1,500 new residential units (a combination of houses and apartments). However, if we just approve the ongoing residential applications, it will meet the 2041 growth target. Please provide data to prove that there is a high demand for such an aggressive development plan.

3. **Why does Richmond Hill need 70-story buildings?**

- Has the 34-story building height limit set for flight safety by the Toronto/Buttonville Municipal Airport been removed?
- Do we have fire-fighting equipment for a 230-meter-tall building?
- If elevators cannot operate in an emergency; can we quickly evacuate residents out of the 230-meter building?
- Why does RHC's maximum height exceed North York Center & VMC so much?!
- How do we protect the privacy of neighbors with such a skyscraper?
- Since 2010, the RH population and employment growth targets have never changed; what has driven the drastic change in the development plan from the maximum 15 story to 70 story, even without height restrictions?!

4. **RH desperately needs new jobs, why is the ratio of employment to residents in this "Union Station North" so low?**

- In general, 2 residents will need one job. In RHC, 1 resident corresponds to 0.49 jobs (33,800 residents vs. 16,500 jobs), this means that the employment opportunities created by RHC can only barely satisfy its own residents and cannot improve RH's existing employment crisis. But Richmond Hill has already been short of 30,000 jobs in 2016.
- In contrast, within the downtown Union Station area, 1 resident corresponds to 11.8 jobs, why is the plan for "Union Station North" so low (only 4.2% of Union Station)? **Our question is, if the RHC is as great as you claim, why can't it produce extra job opportunities for its city? If RHC cannot, please tell us which areas of Richmond Hill can?!**
- Keep in mind that downtown Toronto can afford higher combined residential and employment density because employment accounts for 90% of the combined density. In Queen Gateway Hub, which has the highest combined density in Canada, but its residential density is only 91 residents per hectare, which is only a fraction that of the RHC. **We may have forgotten an extremely important planning principle, that residents need much more resources and infrastructure than workers**: parks, schools, daycares, community centers, hospitals, etc. But employment in RHC only accounts for 33% of the combined density.

5. **Are two schools enough to support 28,000 new residents (or 33,800 residents in total)?**

- The population of this RHC is about the size of one current Ward, Richmond Hill has 40 public schools.

- 33 Elementary schools (20 Public, 13 Catholic)
- 7 Secondary schools (5 Public, 2 Catholic)

- On average each Ward has 6-7 schools, based on this ratio, we will need 6 new schools for this RHC, how do we conclude that we need only 2 new schools? Please prove it.

6. What's the minimum parkland per resident for health living?

- Planners and architects need a better understanding of the impact of their design decisions on the overall performance of the precinct system. They also must understand the importance of urban greenery in the intensification areas. WHO recommended a minimum of 9 m2 of Urban Green Space (UGS) per individual with an ideal UGS value of 50 m2 per capita.
- What do we have at RHC? Can we reach 3 m2 of green space per capita? Last year, York Region reduced the combined density of all subway MTSAs from 500 r&j/ha to 400 r&j/ha to prevent building another St. James Town → Why? Because in York Region, we want to maintain our quality of life, at a reasonable density, where we can meet our residential and employment growth goals.

7. Will the implementation of this plan be conditional on the completion of the subway?

- No one knows when the subway will be built, it may be 10 years, it may be 20 years, or even longer
- During peak hours, only 10% of RH's trips are to downtown Toronto, and most are driving. Has the role of this subway been amplified? !
- Where is the transportation study plan? What is the density limit without the subway? Should we set a maximum buildable limit before the subway is built?

Distance from Downtown --- Travel Implications **2016 TTS stats**

PD	Location	% AM peak travel to DT	% Average Peak Transit Share	Zero Car HH (2011 TTS)
1	Downtown	63%	31%	45%
4	Mid-Town	31%	32%	21%
11	NYC*	23%	35%	22%
	Richmond Hill	**10%**	13%	4%
	Aurora	7%	8%	3%
	Newmarket	5%	7%	8%
	Georgina	2%	1%	3%

* PD 11 (NYCentre) has highest average peak transit use and it achieves over 80% MS for AM peak trips to and from PD1
Lower values from PDs 2 and 4 reflect higher walk/bike use by residents

Thanks
John Li