

**From:** Brian Chapnik

**Sent:** Tuesday, April 19, 2022 10:20 AM

**To:** Clerks Richmondhill <[clerks@richmondhill.ca](mailto:clerks@richmondhill.ca)>

**Cc:** David West <[david.west@richmondhill.ca](mailto:david.west@richmondhill.ca)>; Joe DiPaola <[joe.dipaola@richmondhill.ca](mailto:joe.dipaola@richmondhill.ca)>; Raika Sheppard <[raika.sheppard@richmondhill.ca](mailto:raika.sheppard@richmondhill.ca)>; Karen Cilevitz <[karen.cilevitz@richmondhill.ca](mailto:karen.cilevitz@richmondhill.ca)>; Godwin Chan <[godwin.chan@richmondhill.ca](mailto:godwin.chan@richmondhill.ca)>; Castro Liu <[castro.liu@richmondhill.ca](mailto:castro.liu@richmondhill.ca)>; [daisy.waico@pc.ola.org](mailto:daisy.waico@pc.ola.org)

**Subject:** Correspondence for April 20 SCM, Agenda Item 3.1 (Transit-Oriented Communities)

Good morning,

Please find attached letter outlining my comments on the Ford government's use of the EMZO to foist their vision of the High-Tech and Bridge TOCs on Richmond Hill and Markham. Please circulate this correspondence prior to the SCM tomorrow morning.

Thank you for your assistance in this matter.

Yours very truly,  
Brian Chapnik  
110 Arnold Crescent  
Richmond Hill

April 18, 2022

Re: Richmond Hill Special Council Meeting April 20, 2022 – Item 3.1, Yonge/407 TOCs

When a TOC is not a TOC, and the Erosion of Democracy in Ontario  
A Sad Commentary on the Ford Conservative Government

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Mr. Mayor and Councillors of Richmond Hill,

I am writing to express my disgust with the Ford Conservative government in their handling of the EMZOs issued on April 14 for the Bridge and High-Tech “Transit Oriented Communities” at Yonge Street and Highway 407 in Richmond Hill and Markham.

It took the two municipalities years, including input from residents, planners, and community leaders, to envision what should be reflected in these communities, including transit connections, residences (including affordable housing), jobs, schools, parks, and other public amenities. It took the Ford government only a few short weeks to decimate that vision, eliminating almost all the jobs, schools and parks in favour of ultra-high density residential development without sufficient infrastructure to be self-supporting and without any affordable housing requirements. No one but Mr. Ford’s cronies actually believe that the current scheme will be anything but a complete disaster when and if it is ever implemented.

There are several key principles required for a TOC to be a TOC; in fact, the objectives of a TOC are outlined on the Metrolinx website, a Provincial organization which promotes mass transit. These are listed as follows:

- Increase transit ridership and reduce traffic congestion.  
If the Yonge North Subway Extension (YNSE) is ever built, this TOC will increase transit ridership, but there will be so many others in this high-density node that do NOT choose to ride the subway downtown that traffic congestion in this area will be increased beyond the capacity of the local roadway infrastructure. Anyone who doesn’t happen to live in this new ultra-dense area will avoid it like the plague.
- Increase housing supply and jobs with access to transit.  
The plan imposed by the Ford Government will increase housing supply, but not jobs, which they have practically eliminated from the preferred plan. Instead of an integrated community, this will become a high-density bedroom community for commuters who have the patience to travel downtown every day.
- Catalyze complete communities based on good planning principles.  
Obviously not. Good planning principles would follow the guidance of the Planning Act. The Ford government has over-ridden this long-established legislation in the name of an “emergency”. If the “emergency” is the lack of affordable housing in the present moment, how does a zoning order which eliminates requirements for affordability help anyone? Further, the elimination of adequate community benefits and public infrastructure does not represent good planning.
- Positive value capture for the Province to maximize transit investment while reducing tax payer burden.

Details of the Ford government’s deals to trade zoning rights for any investment in transit have, to date, been hidden from public view.

The Transit Oriented Communities envisioned and championed for so long by Richmond Hill and Markham are no longer. In their place, the Ford government has put in place zoning for ultra-high-rise nodes with no supporting amenities. These TOCs are not TOCs. They are a tragic result of a government without vision that is hoping to convince the public just before an election that they have actually done something positive, when in fact the opposite has resulted. Everyone wants the subway, but at what cost to the fabric of our communities?

Worse, through releasing these MZO's, the Ford government has furthered its record of secret power-brokering and support for special-interests at the expense of due process and democracy. Residents did not vote for the Ford government to over-rule the powers of their local municipal governments in establishing appropriate zoning rules for their own communities. The EMZO's issued for the TOCs are an autocratic affront to democracy and have no business in a country like Canada. Bill Gates said it well in 2021, "**As we look ahead into the next century, leaders will be those who empower others.**" Doug Ford is clearly not a leader for the future.

I condemn the Bridge and High-Tech TOC developments both in form and process that the Doug Ford government has mandated upon Richmond Hill and Markham, and request that Richmond Hill Council bring a motion to also condemn the TOCs.

I ask the clerk to ensure that my letter is included in the public record and be sent to the provincial government and the MPPs for Richmond Hill and Markham.

Yours very truly,

Brian Chapnik  
110 Arnold Crescent  
Richmond Hill, ON