

From: Graham Churchill

Sent: Monday, April 11, 2022 4:55 PM

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Subject: Concerns about the Yonge-407 TOC plans

To the Honourable Premier Doug Ford, cabinet, and associated parties,

I represent the residents of the South Richvale Ratepayers Association [Richmond Hill]. Our group supports the attached letter sent to you by John Li.

Throughout your party's term in office, your government has systematically overruled the public, stripping away power from citizens and municipalities and giving it to developers who are undermining the health of our communities. Your overriding of Richmond Hill's and Markham's Secondary Plans for Yonge and 407 are a case in point. These locations were to be "economic anchor destinations for jobs" that would have balanced the GTA's growth, traffic, gridlock, and carbon emissions. Your government has undermined all of those goals, hurting the future not just of York Region but Toronto as well. Despite your use of the term "Transit Oriented Communities", the centres that Infrastructure Ontario envisages are anything but. The result will be a steady decline of the economy of the GTA.

You and your party have continuously ignored the wishes of taxpayers and demonstrated disinterest in listening to the voices of voters. As such, we are recommending to our residents to vote against the PC party in the June 2 Ontario election. We will also be advising our residents to vote, in the fall city elections, against any municipal politicians that have supported you on these TOC's.

We are not against development, but we want it to be sensible, well thought-out, and good for both our community, our region, and the GTA. Your government has proven that it is incapable of delivering any of that.

Kindest Regards,

Graham Churchill  
South Richvale Ratepayers Association  
Phone:

# Concerns about the Yonge/407 TOC Plan

Chasing unlimited height and unlimited density rather than planning for livable communities

John Li, on behalf of Yonge/407 Neighborhood Communities

April 11, 2022

The stated aim of the TOC Act is to *“build vibrant connected communities, bringing jobs and housing closer to transit.”* We like the sound of this. Unfortunately, what is being proposed at Yonge/407 is the opposite.

1. **The 2nd densest place on earth – 175,000 residents/Km<sup>2</sup>.** Just behind the Dharavi slums of Mumbai, India. The centres will be 3 x as dense as **St. James Town**, 4 x as dense as Yonge-Eglinton, 5 x as dense as North York Centre, and 6 x as dense as the island of Manhattan. In this small area (half the size of Exhibition Place), the province’s plan is to install 67 condo towers, 40 @ 60 storeys or more, 11 @ 80 storeys. (For reference, the tallest building in Paris is **59** storeys).
2. **A centre that will be unliveable.** The province’s plan attempts to squeeze the equivalent of the population of Newmarket (88,000) into 45.5 hectares. To accomplish this mission impossible, all essential resources for liveable communities must be cut to almost zero. It will have only 1 school, no community centres, and less than 10 hectares of parkland; by contrast, Newmarket has 29 schools and 320 hectares of parkland. How is this a vibrant community?! Remember, **St. James Town** is the most densely populated place in Canada and North America, but also one of the poorest communities in Toronto due to the poor quality of life in extreme density communities, but this plan will be 3 x as dense as **St. James Town!**
3. **A centre that will create a large employment deficit.** The plan doubles housing from the original secondary plans proposed by Richmond Hill and Markham, but halves employment, which creates an additional **18,000 job deficit**, despite the fact that Richmond Hill, largely a BEDROOM COMMUNITY, already has a net shortage of 30,000 jobs as of 2016. In contrast, within the downtown Union Station area, 1 resident corresponds to 11.8 jobs, but in the Yonge/407 Center 1 resident corresponds to 0.275 jobs - only **2.3% of Union Station**. In such a prime business and employment area, how can such a low job ratio be explained?!The result will be that residents will have to commute longer and farther to work. This will further clog our already overcrowded road network.
4. **A centre that will bring huge traffic gridlock in the neighborhood.** According to 2016 TTS statistics, during peak hours, only 10% of Richmond Hill’s trips are to downtown Toronto, and most are driving. Has the role of the Yonge North Subway Extension been magnified? ! 100,000 residents and employees will live and work on this 45.5-hectare site, in any scenario, a minimum of 20,000 cars and parking spaces are required, which will lead to huge traffic gridlock in the nearby area during rush hours.
5. **A centre that will deteriorate the quality of life of the neighborhood.** As the Yonge/407 centre has little essential support, the damage it will bring to the neighborhood is irreparable. Neighborhood communities must sacrifice roads, parks, green space, schools, medical and

recreational facilities to feed this quadriplegic giant. As a result, middle-class families will become discouraged from living in such area with a lower quality of life. Eventually, middle-class families will move out, property values collapse, and poverty will prevail. This is the case in **St. James Town**, which has a per capita income of only 55% of the national average. Similarly, Montreal's densest community's per capita income is only 46% of the national average. Is this the planning result the province want?!

**We do have a housing affordability crisis, but it's not a housing or land shortage; it's mainly due to real estate speculation. There is absolutely no need to chase a seemingly dystopian level of density at Yonge/407. Here are the facts:**

1. **Canada does not have a housing shortage, but a real estate speculation.** Compared historically, we are building houses today at the same rate or faster than population growth, especially within the GTA housing supply, as it is growing much faster than population growth. In Toronto 39.1% of new homes purchased by investors and housing vacancies in the GTA are at a 20 year high; many are either being left empty or are being used for short-term rentals such as Airbnb.
2. **There is already enough proposed housing to meet population projections for the next 20 years.** According to Toronto and York Region records, there is already enough approved and under review housing to meet population projections for the next 20 years; the issue is that developers are sitting on their approved projects but are not building and this can be fixed by legislation.
3. **There is absolutely no need to chase seemingly dystopian levels of density.** While land is very expensive in the GTA, and in cities such as Tokyo, Hong Kong, Singapore, and Manhattan, it is even more scarce. Nevertheless, none of those cities have imposed the population density being proposed in this plan. Yes, we need a place to grow, but there is absolutely no need to chase seemingly dystopian levels of density at the Yonge/407 area.

**Rather than blaming the housing affordability crisis on housing supply lagging population growth, which doesn't help at all. Why not take practical measures to effectively curb the housing speculation and improve affordability? Here are four suggested effective measures:**

1. **Housing speculation** – In Toronto 39.1% new homes purchased by investors. Solution: Apply 10% surcharge to investors.
2. **High vacancy rate** – In Toronto the vacancy rate has reached a historic high level. Solution: Apply 2% annual vacancy fee.
3. **Holding approved units but not building** – In Ontario there are about 400,000 residential units approved but owners have no intention to build: Solution: Charge an annual idling fee of 5% of the approved project value after 12 to 30 months from the date of approval depending on the scale and complexity of the project.
4. **Application process delay** – It is mainly due to developers challenging municipal decisions to chase higher-than-reality densities for profit. Solution: Set minimum and maximum heights and

density limits that meet habitability and sustainability requirements in provincial, regional, and municipal intensification areas, and the provincial court will not accept cases exceeding the set limits without special reason.

These measures will effectively curb real estate speculation and improve affordability. Does the PC Party really want to implement them on behalf of the public interest?!

**We are perplexed at how the Ontario government could have developed such a shocking plan. We are compelled to demand that the TOC plan be immediately suspended, that a public debate be called to gather more input. We have heard a disturbing news that this week the Ontario government will impose the TOC plan through a Minister's Zoning Order. If so, You have left us, regardless of our political affiliations, with little choice but to actively urge our members to mobilize the residents of the 416 and the 905 to vote against your government on June 2.**

Sincerely,



John Li

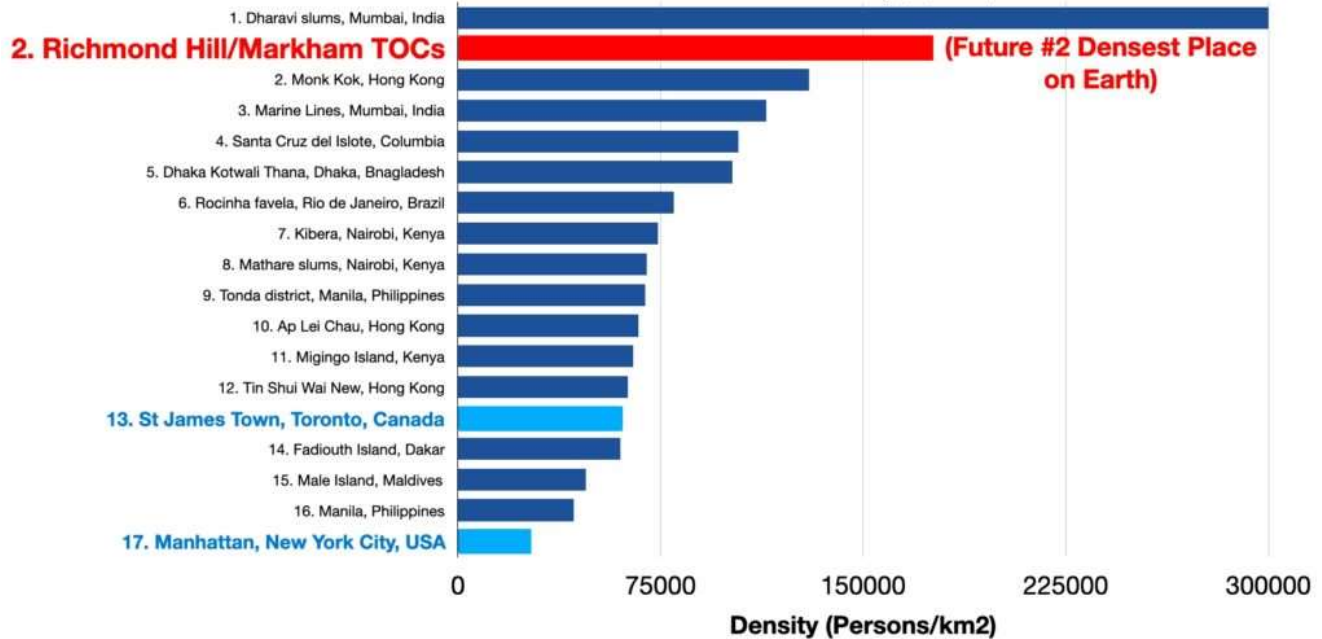
On behalf of,  
Yonge/407 Neighborhood Communities

References:

Proposed High-Tech TOC and Bridge TOC, Dec 2021							
Statistics	High-Tech TOC (Richmond Hill)		Bridge TOC (Markham)		High-Tech/Bridge Combined		
	Min	Max	Min	Max	Min	Max	Average
Site Area (hectares)	20.1		25.4		45.5		45.5
Population	35,300	36,700	43,700		79,000	80,400	80,000
Jobs	9,600	12,600	9,400	12,300	22,000	21,900	22,000
Combined Population & Jobs Density per Hectare	2,303	2,383	2,091	484	2,220	2,248	2,240
Population density per km2	175,622	182,587	172,047	172,047	173,626	176,703	175,000
Building Height	40	80	5	80	5	80	
Proposed Parkland (m2)	46,424		50,400		96,824		96,824
Parkland per Resident(m2)	1.26	1.32	1.15		1.20	1.23	1.21
Community Facilities, Schools etc (m2)	0	0	17,500		17,500		17,500

### 17 Most Densely Populated Places on Earth

[www.kickassfacts.com/17-densely-populated-places-earth/2/](http://www.kickassfacts.com/17-densely-populated-places-earth/2/)



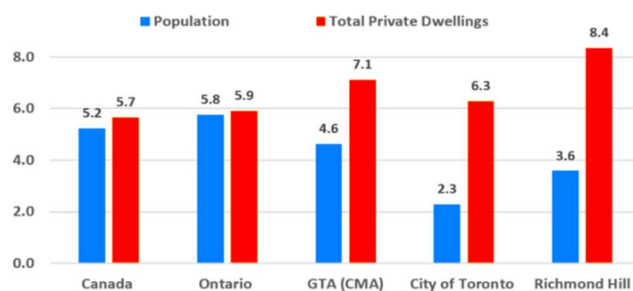
### Distance from Downtown - Travel Implications (2016 TTS stats)

PD	Location	% AM peak travel to DT Toronto	% Average Peak Transit Share	Zero Car Household
1	Downtown	63%	31%	52%
4	Mid-Town	31%	32%	29%
11	<b>NYCentre*</b>	23%	<b>35%</b>	18%
	<b>Richmond Hill</b>	<b>10%</b>	13%	<b>5%</b>
	Aurora	7%	8%	3%
	Newmarket	5%	7%	5%
	Georgina	2%	1%	4%

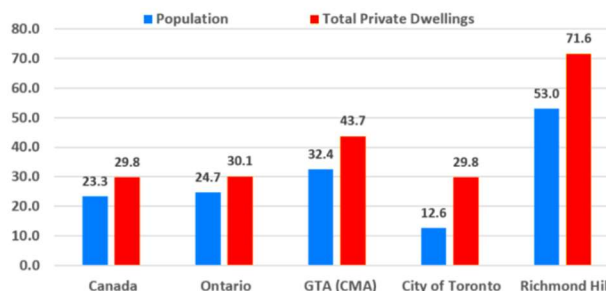
\* PD 11 (NYCentre) has highest average peak transit use and it achieves over 80% MS for AM peak trips to and from PD1  
Lower transit shares from PDs 1 and 4 reflect higher walk/bike use by inner city residents

**Table 1, StatCan Census Population and Dwelling Counts 2001-2021**

Year	Statistics	Canada	Ontario	GTA (CMA)	City of Toronto	Richmond Hill
2021	Population	36,991,981	14,223,942	6,202,225	2,794,356	202,022
	Total Private Dwellings	16,284,235	5,929,250	2,394,205	1,253,238	72,017
	Total Occupied Private Dwellings	14,978,941	5,491,201	2,262,473	1,160,892	69,314
2016	Population	35,151,728	13,448,494	5,928,040	2,731,571	195,022
	Total Private Dwellings	15,412,443	5,598,391	2,235,145	1,179,057	66,465
	Total Occupied Private Dwellings	14,072,079	5,169,174	2,135,909	1,112,929	64,116
2011	Population	33,476,688	12,851,821	5,583,064	2,615,060	185,541
	Total Private Dwellings	14,569,633	5,308,785	2,079,459	1,107,851	60,169
	Total Occupied Private Dwellings	13,320,614	4,887,508	1,989,705	1,047,877	58,651
2006	Population	31,612,897	12,160,282	5,113,149	2,503,281	162,704
	Total Private Dwellings	13,576,855	4,972,869	1,894,436	1,040,597	53,028
	Total Occupied Private Dwellings	12,435,520	4,554,251	1,801,071	979,330	51,000
2001	Population	30,007,094	11,410,046	4,682,897	2,481,494	132,030
	Total Private Dwellings	12,548,588	4,556,240	1,666,012	965,554	41,966
	Total Occupied Private Dwellings	11,588,735	4,219,410	1,634,755	943,080	41,345

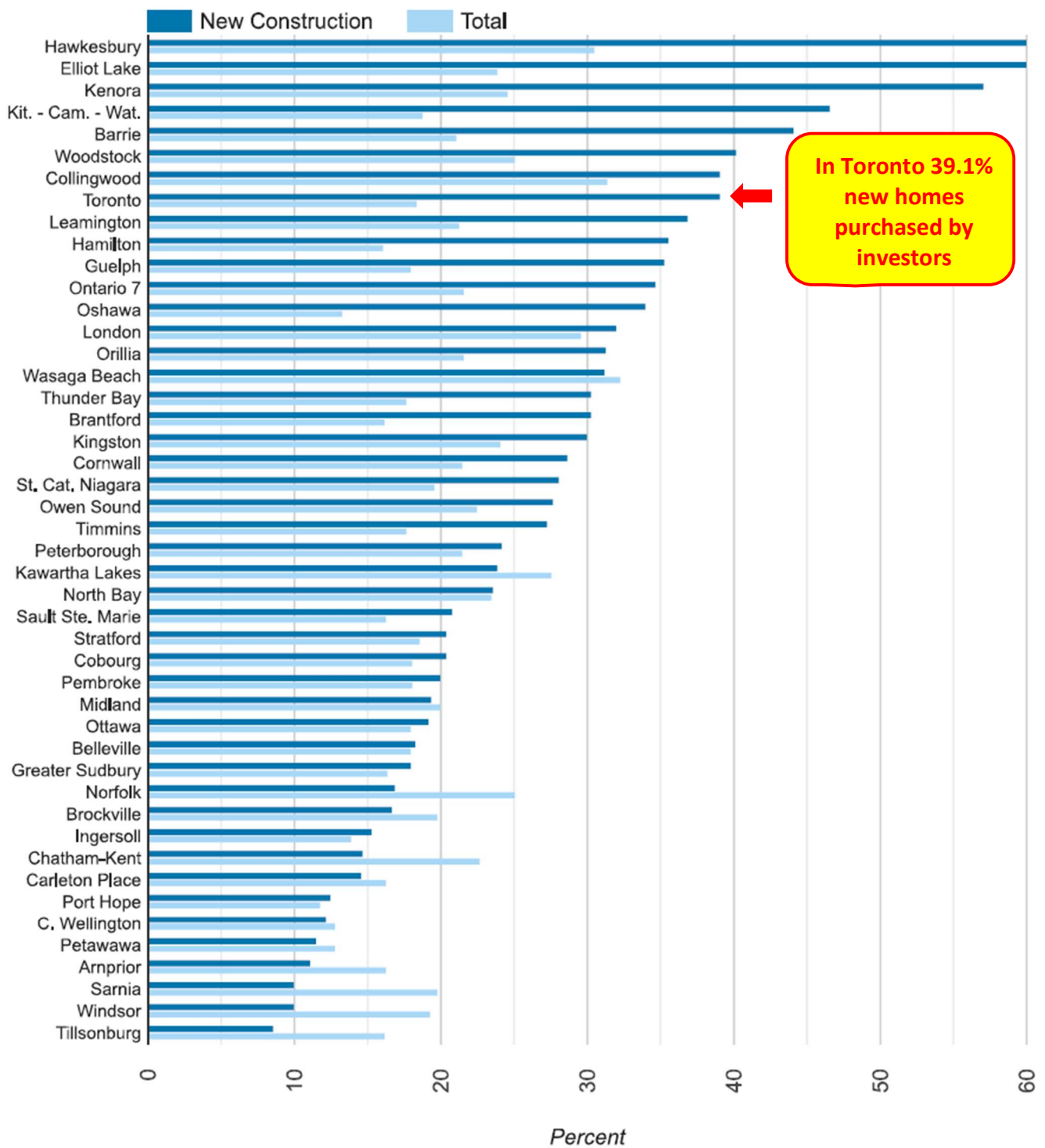


2016 to 2021 Population and Dwellings Changes %  
(Past 5 years)



2001 to 2021 Population and Dwellings Changes %  
(Past 20 Years)

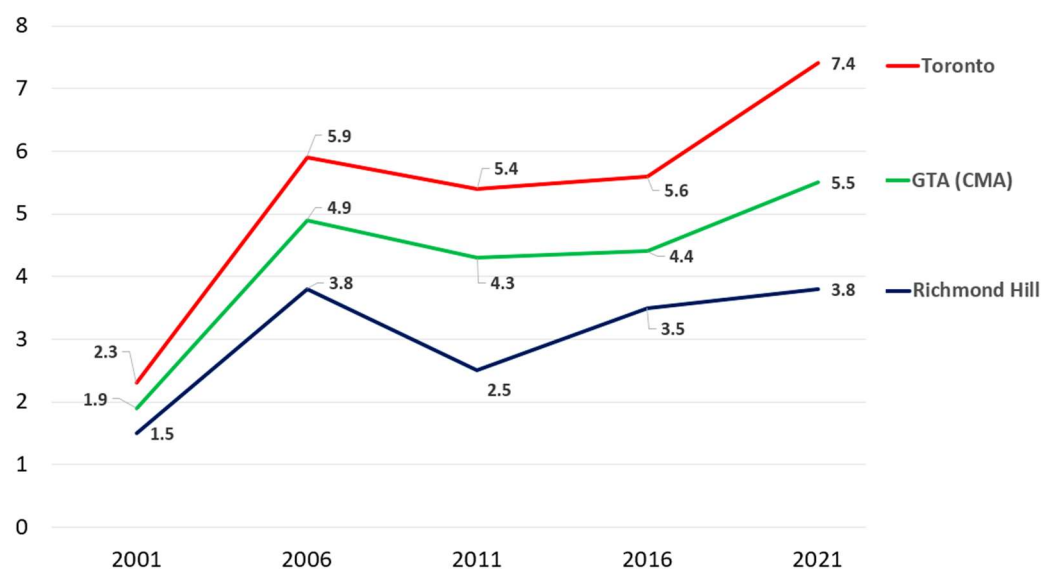
# Ontario Residential Real Estate Owned By Investors



Source: Statistics Canada; Better Dwelling

The share of Ontario's non-owner-occupied housing stock by city and grouped by the date the home was completed. New construction are homes completed after 2016, while total is the total housing stock.

## 2001-2021 Census Private Dwellings Vacancy Rate



**Table 2: Proposed Residential Units in City of Toronto by Status**

	Built	Active	Under Review	Total in Pipeline	% of Total	% of Growth Areas
<b>City of Toronto</b>	<b>93,836</b>	<b>162,757</b>	<b>246,769</b>	<b>503,362</b>	<b>100.00</b>	
<b>Growth Areas</b>	83,582	145,717	204,787	<b>434,086</b>	<b>86.2</b>	<b>100.0</b>
<b>Downtown and Central Waterfront</b>	41,685	61,922	55,395	<b>159,002</b>	31.6	36.6
<b>Centres</b>	9,799	17,612	24,702	<b>52,113</b>	10.4	12.0
<b>Avenues</b>	20,216	32,600	68,063	<b>120,879</b>	24.0	27.8
<b>Other Mixed Use Areas</b>	11,882	33,583	56,627	<b>102,092</b>	20.3	23.5
<b>All Other Areas</b>	10,254	17,040	41,982	<b>69,276</b>	13.8	

Source: City of Toronto, City Planning: Land Use Information System II

Proposed residential units in development projects with activity between January 1, 2016 and December 31, 2020. Built projects are those which became ready for occupancy and/or were completed. Active projects are those which have been approved, for which Building Permits have been applied or have been issued, and/or those which are under construction. Projects Under Review are those which have not yet been approved or refused and those which are under appeal.