

Richmond Hill Centre Draft Secondary Plan

Transportation Assumptions and the long term implications of the failure to consider relevant GTA Experience in rubber stamping

Official Plan Amendment 41

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The latest Vision of the Richmond Hill Centre has abandoned the original goals and objectives

- Since before 2010, the RH Regional Centre was to be a **transit-oriented employment and activity destination with more jobs than resident workers.**
- It was to be a destination for York Region residents offering an alternative to office jobs in Downtown Toronto.
- **The current plan has abandoned that laudable goal in creating just another high density residential development modelled after existing residential developments in Downtown Toronto.**
- **As planned it would be equivalent to 3 St. James Towns**

Probability of taking transit varies with Trip Destination and Vehicle access

Trip Destination	Probability of Taking Transit
– Downtown Core or CBD (5 TZs centered on King/Bay)	73%
– Central Area or Downtown outside Core including Bloor/Yonge U of T, and Central Waterfront (within Planning District 1)	59%
– Other Inner City Areas (within former City of Toronto/East York)	31%
– Mature Suburbs (Etobicoke, North York, Scarborough)	18%
– Outer Suburbs (905 including RH and York Region)	5%
Vehicle Access	
– Drivers in household all have car available	10%
– # drivers greater than cars available in household	22%
– Licensed driver but no car in household	65%
– No license / no car in household	68%

Since 1986, the percentage of RH residents commuting to Downtown has declined and the percentage working in York Region has increased: Here are the relevant 2016 stats.

2016 AM Peak Travel from RH by Destination and Transit Mode Share (2016 TTS Special Tabulations)		
	% by destination	Transit share by destination
Downtown (PD1)	10%	70%
PD4 (midtown)	2%	40%
PD11 (NYC)	4%	9%
Richmond Hill	39%	4%
Markham	11%	6%
Vaughan	9%	3%
Newmarket	1%	8%
Aurora	3%	13%
King	1%	8%
York Region Total	64%	

Distance from Downtown – Travel Implications

2016 TTS Special Tabulations

The further we travel from the Downtown (PD1) to lower the transit market share and the higher the car ownership.

PD	Location	% AM peak travel to Downtown	% Average Peak Transit Share	Zero Car HH
1	Downtown	63%	31%	52%
4	Mid-Town	31%	32%	29%
11	NY Centre*	23%	35%	18%
	Richmond Hill	10%	13%	5%
	Aurora	7%	8%	3%
	Newmarket	5%	7%	5%
	Georgina	2%	1%	4%

* PD 11 (NY Centre) 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

Transportation Implications for Richmond Hill

- Almost $\frac{3}{4}$ of Richmond Hill based downtown commuters were already using transit until Covid, with most choosing the faster, more comfortable GO trains that serve the Downtown Core (2011 and 2016 TTS special tabulations).
- 40% of RH residents commuting to mid-town Toronto in 2016 chose transit whereas only 9% of local residents chose transit for travel to destinations in North York Centre.
- **Downtown accounted for half of all peak period transit destinations in the GTHA until Covid 19 which changed office-related commuting and dramatically reduced transit ridership.**
- **The potential for increased transit use by RH Centre residents is limited in the foreseeable future which makes the assumptions made by consultants and staff even more unreasonable.**

Richmond Hill residents have high car ownership for a reason:

- 84% of Richmond Hill residents are destined for other mostly suburban locations in York, Peel and Toronto that are not well served by transit.
- The average peak period transit modal splits for Richmond Hill residents is 13%. The average peak transit splits to destinations in York and Peel is 5% (and only 4% of trips to RH involve transit).
- Residents who have to depend on transit typically spend 2.5 and 3 times the door to door travel time by car.

Secondary Plan Transportation Analysis Report

- The HDR Transportation Analysis Report's Figure 7-3 (page 84) lists the 2016 mode shares for the two subway station catchment areas that serve North York Centre
- In both cases **the observed peak auto drive shares are substantially higher than the Mode Share Targets required to achieve a roadway V/C of less than 1 in the Richmond Hill secondary plan area (51% and 47% compared to the 29% target).**
- The 2016 observed NYC auto driver percentages are comparable the figures observed between 1987 and 97 in North York Centre. There has been **no movement in NYC toward the magical 60% non auto target in an area that has been served by the TTC subway since 1974 (and was assumed wrongly in the early York Region planning for the RHC).**
- **The updated plan will not work in transportation terms!**
- **The road network will be overloaded impacting all City residents and businesses!**