

From: Frances Tsoi
Sent: Friday, May 12, 2023 11:59 AM
To: Clerks Richmondhill <clerks@richmondhill.ca>
Subject: OPA- 23-0003

Email : Clerks@richmondhill.ca

File No. : OPA-23-0003

Submitted by : Frances Tsoi

Residence : 9015 Leslie Street, Richmond Hill, ON

I want to share my following concerns on the Sheraton Re-development Proposal (S.RDP):

- 1) Data Integrity
- 2) Traffic congestion / Air quality
- 3) Plans for Community support
- 4) Public Health issues leading to personal safety

Please see attached for further elaboration.

I plan to attend the Public Meeting on May 16th, 2023 and am prepared to speak.

thanks and regards
Frances Tsoi

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- 1) Data Integrity
- 2) Traffic congestion / Air quality
- 3) Plans for Community support
- 4) Public Health issues leading to personal safety

1) Data Integrity

This Sheraton Re-Development Proposal (S.RDP), like any other good size development, large or small, involves many different professional & subject matter experts like Planners, Designer, Engineers, Accountant, Lawyers and Trades before a conclusion leading to this proposal becomes fruition.

I believe a proposal of this scale would have gone through multiple reviews & evaluations, serious discussions, many meetings with all types of professionals and layers of approvals; and yet, all these careful considerations had brought about a submission to the City with drawings that is very much different from reality, a significant deviation from the truth, to what is being described as the “subject Land”.

It seems that the numbers and calculations presented to the City for approval were derived from what appeared to be some deliberately construed data. The **boundary** of the land submitted to the City for re-designation includes the land that **does NOT belong** to the applicant and the actual area available for re-development was false.

One can't help but wonder if this is a serious proposal? Was there any intention to fool the public? Was there any intention to fool the council? Or was there an intentional mistake purposed to drive a certain self-serving outcome?

Does adding 111 rooms to an exiting hotel require re-zoning?

2) **Traffic congestion / Air Quality**

I have been a home owner along Hwy 7 for almost 4 decades.

Despite of all the road improvements and drive lane expansions in recent years, the traffic condition along Hwy 7 has not improved; instead, I experience a more severe congestion and longer delays. I believe no one can debate that the dilemma was brought on by heavier volume mainly due to rapid increase in the density for residential population.

To designate a section on Hwy 7 anywhere near Hwy 404 and Leslie Street is like adding oil to an existing fire.

3) Any Plans for Community support ?

3460 Dwelling Units, multiple floors of commercial/retail facilities plus an additional 111 hotel rooms is a new community.

What kind of community support is in the works to sustain a healthy community for all these new additions to the currently exiting neighbourhood ?

4) Public Health issues leading to personal safety

With so many tragic death and mass killings traced to Mental Health in recent years, the consequence and potential impact of traffic problem to public (& mental) health is not to be brushed aside.

Allow me to quote from a Study by Harvard University **Conclusions:** Our analyses indicate that the **public health impacts of congestion** may be significant enough in magnitude, at least in some urban areas, to be considered in future evaluations of the benefits of policies to mitigate congestion. (

appended below)

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With so many tragic death and mass killings tracing to Mental Health in recent years, the consequence and potential impact of traffic problem to public (& mental) health is not to be ignored.

Below, I have appended a few links on studies by renowned scholars around the world showing how traffic congestion leads to mental & emotional (public) health effects.

[Is traffic a public health problem? | News | Harvard T.H. Chan School of Public Health](#)



Is traffic a public health problem? Harvard T.H. Chan School of Public Health

Sitting in traffic isn't only frustrating, it may be associated with myriad public health problems, ranging from increases in [domestic violence](#) to respiratory problems caused by long-term exposure to [vehicle exhaust](#), according to a range of research.

In a January 21, 2019, *New York Times* article, [Austin Frakt](#), adjunct associate professor in the [Department of Health Policy and Management](#) at Harvard T.H. Chan School of Public Health, reviewed several studies that establish links between traffic and health issues. One study found that the unpredictability of being stuck in traffic creates a sense of helplessness that takes a toll on the psychological well-being of commuters. Another study found that extreme evening traffic on I-5 and I-10 in Los Angeles was associated with a 9% increase in incidences of nighttime domestic violence.

[Evaluation of the Public Health Impacts of Traffic Congestion: A Health Risk Assessment \(harvard.edu\)](#)

Abstract

Background: Traffic congestion is a significant issue in urban areas in the United States and around the world. Previous analyses have estimated the economic costs of congestion, related to fuel and time wasted, but few have quantified the public health impacts or determined how these impacts compare in magnitude to the economic costs. Moreover, the relative magnitudes of economic and public health impacts of congestion would be expected to vary significantly across urban areas, as a function of road infrastructure, population density, and atmospheric conditions influencing pollutant formation, but this variability has not been explored. **Methods:** In this study, we evaluate the public health impacts of ambient exposures to fine particulate matter (PM_{2.5}) concentrations associated with a business-as-usual scenario of predicted traffic congestion. We evaluate 83 individual urban areas using traffic demand models to estimate the degree of congestion in each area from 2000 to 2030. We link traffic volume and speed data with the MOBILE6 model to characterize emissions of PM_{2.5} and particle precursors attributable to congestion, and we use a source-receptor matrix to evaluate the impact of these emissions on ambient PM_{2.5} concentrations. Marginal concentration changes are related to a concentration-response function for mortality, with a value of statistical life approach used to monetize the impacts. **Results:** We estimate that the monetized value of PM_{2.5}-related mortality attributable to congestion in these 83 cities in 2000 was approximately 31 billion (2007 dollars), as compared with a value of time and fuel wasted of 60 billion.

In future years, the economic impacts grow (to over 100 billion in 2030) while the public health impacts decrease to 13 billion in 2020 before increasing to \$17 billion in 2030, given increasing population and congestion but lower emissions per vehicle. Across cities and years, the public health impacts range from more than an order of magnitude less to in excess of the economic impacts.

Conclusions: Our analyses indicate that the **public health impacts of congestion may be significant enough in magnitude**, at least in some urban areas, **to be considered in future evaluations of the benefits of policies to mitigate congestion.**

[Traffic congestion leads to mental, emotional health effects - Sinar Daily](#) 26 May 2022 09:00am

[Stuck and Stressed: The Health Costs of Traffic - The New York Times \(nytimes.com\)](#) Jan. 21, 2019

Excerpt :

According to [analysis by the Texas A&M Transportation Institute](#), the average American commuter spends 42 hours per year stuck in [rush-hour traffic](#). In the Los Angeles area, the figure is nearly twice that, equivalent to more than three days. A 2015 [Los Angeles Times](#)

[poll](#) found that among residents of that city, traffic concerns exceed those pertaining to personal safety, finances or housing costs. fdfds

The total cost of traffic associated with lost time and wasted fuel [exceeds \\$100 billion](#) per year. As time slips away, idling vehicles add pollution, which has environmental and health consequences, including contributions to climate change. Long-term exposure to vehicle exhaust is associated with [respiratory problems](#), especially in children.

[Another toll](#) is to psychological well-being, stemming from the sense of helplessness we experience in traffic, and its unpredictability. This, too, can be quantified.

[Traffic and mental health | White Swan Foundation](#) Published on : 16 Jan, 2019, 2:59 am

Excerpt:

Vehicular traffic, especially traffic jams and long commutes can affect commuters in many ways. Loud honking, road rage and speeding can affect the person themselves and other commuters as well. And one of the biggest consequences of this is stress.

Stress is a very broad term with multiple dimensions. At a psychological level, it can cause anxiety, lack of control, work frustration, or problems in the way we respond or react (shouting when frustrated).

At a cognitive level, the sense of a lack of control, a feeling of helplessness and poor tolerance for frustration lowers one's response inhibitive ability and one does whatever comes to their mind at that moment.

At a physical level, one may experience high blood pressure, a feeling of being on edge, a heightened activity in the Autonomic Nervous System (ANS, the part of the brain that's responsible for controlling bodily functions which are not consciously directed, like breathing, heartbeat and digestion), and changes in body temperature. In the long run, the immune system's ability to withstand pressure reduces, especially when the activity in the ANS is high.

At a social level, there could be a possibility of not going to office, or taking a day off in order to avoid traffic stress. Possible effects can include people opting for a job change due to the stress and fatigue caused by the daily commute. Some people may also feel a lack of motivation to meet friends and extended family