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SENT BY FAX

November 17, 2009

Ms. Ana Bassios
Commissioner of Planning and Development
Town of Richmond Hill
P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario
L4C 4Y5

Dear Ms. Bassios:

**Richmond Hill/Langstaff Gateway Growth Centre and
Richmond Hill Regional Centre Preferred Concept Report
Our File No. 050683**

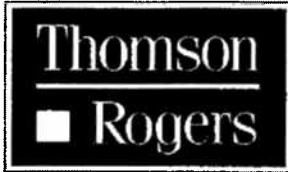
We are writing on behalf of Saltwhistle Bay Properties Inc. and Condor York Holdings Inc. (herein "Condor"), companies that are major landowners in the Richmond Hill portion of the area defined in the Provincial Growth Plan as the Richmond Hill/Langstaff Gateway Urban Growth Centre. Our comments are directed to the Town's *Regional Centre Preferred Concept Report*.

Condor, through its company Markham Gateway Development Inc., is also a major landowner in the Markham (Langstaff) portion of the Growth Centre. As you know, the Town of Markham through its consultant Calthorpe Associates has been engaged in a similar design exercise as Richmond Hill. In Markham's case, our client also has a comprehensive planning application before Council covering the whole of the Markham portion of the Growth Centre, with associated costs being front-ended by the landowners in the ordinary course of development. During the study process in Markham, the parties have worked to achieve consensus on the issues raised.

Although there is no equivalent private planning application in Richmond Hill to dovetail with the public initiative culminating in your *Report*, I can advise that our clients support an OPA in Richmond Hill to designate the lands as Urban Growth Centre at a minimum of 200 residents and jobs combined per hectare pursuant to the Places to Grow initiative. Our clients' concern is that more specific detail on the Richmond Hill lands appears to be premature at this time. Our client has consistently indicated that without detail of the

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impact of the alignment underneath its properties, the prudent and preferred routing of the proposed Yonge Street Subway should be on Yonge Street and equally important, that the proposed transit terminal (mobility hub) should be located to be fully and equally accessible to the whole of the Growth Centre both north and south of Highway 407. The Commissioner of Development Services in Markham, Mr. Baird, in his recent letter to you dated November 9, 2009 accented the importance of achieving consensus on the location and design of the mobility hub. Indeed, Markham's resolution of October 14, 2008 endorsed the area of Option "C" as the location for further study involving all stakeholders to finalize the mobility hub requirements and station locations in accordance with principles earlier defined by Markham. This has not yet been done.

There are tremendous opportunities revolving around transit dependent development in the Richmond Hill/Langstaff Gateway Urban Growth Centre and the goals and objectives of both Richmond Hill and Markham can be achieved by ensuring transit facilities are properly located in the Growth Centre to service the centre and also commuters.

We appreciate the opportunity to comment on the Town's *Report* and look forward to continued dialogue with all stakeholders.

Finally, there are a few specific details that would assist us as we continue to review the Town's *Report* and I've outlined these on the attached Schedule "A". We would be obliged if you could have your staff respond to those requests.

Yours very truly,

A handwritten signature in black ink, appearing to read "RTB Beaman".

Roger T. Beaman

RTB/aph

cc: B. Tuckey, Region of York
cc: Clerk, Town of Richmond Hill
cc: Clerk, Town of Markham
cc: J. Baird, Commissioner Development Services, Markham
cc: P. Dill, Provincial Facilitator

Schedule "A"

Can you please provide the market studies supporting a 1-1 ratio for employees/residents and the rationale for the square meter per employee used in the analysis?

For the residential components, can you please provide the background review and support for the assumptions on unit sizes and mixes targeted, the height of floors and buildings and the number of floors?

Can you please provide the studies that have been carried out on noise and vibration from the subway and any special construction issues that have been identified?

Can you please provide substantiation for the extensive road network and parks designated in the plan?

Viva, in prior presentations to the Region and the municipalities has stated that three of the key reasons for deviating the subway from Yonge Street were physical constraints that exist, namely the woodlot, the pond and 200 year old tree and hydro towers. Could you please substantiate how these constraints have been removed and rationalized in your plan?

We note that the Town has shown a subway track running northerly on the East boundary of our client's property north of High Tech. Can you please provide the detailed analysis of the size of the right of way, number of tracks, depth of tunnel and anything else that may affect the Condor holdings or that would have any effect on current buildings?

Where would one find the detailed information underlying and supporting the phasing plan?

Could you please provide us with attendees who were included in the Town's design sessions, excluding Richmond Hill Staff?

We have reviewed the report prepared for Metrolinx for the Yonge Street Subway and note that there is reference to the need for a new maintenance facility and storage yard. Has this been considered in the Town's design, or has it been confirmed that it will not be an end of line solution?