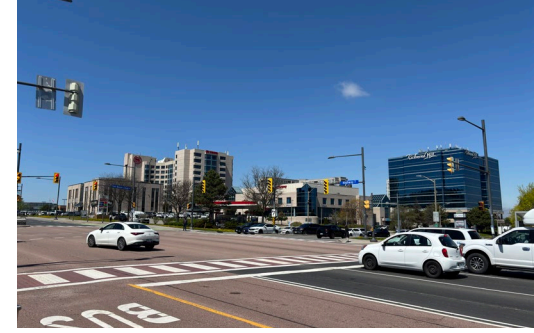




Attachment 1 to SRPBS.25.087 -  
EBC Background Report



# East Beaver Creek Secondary Plan Background Report

September 2025

gladki planning associates

gladki  
planning  
associates

**dtah**

**Parcel**

 **SLR**

# Land Acknowledgement

We are gathering on lands that have been home to First Nations Peoples from time immemorial. We acknowledge that what we now call Richmond Hill is on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation and the Mississauga and Chippewa Nations of the Williams Treaty. We also recognize that we are on part of the traditional territories of the Haudenosaunee and the Huron Wendat.

We would also like to acknowledge all First Nation, Inuit and Métis peoples from across North America, also known as Turtle Island, who now reside in the City of Richmond Hill. We are committed to rebuilding constructive and cooperative relationships.



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*Richmond Hill*

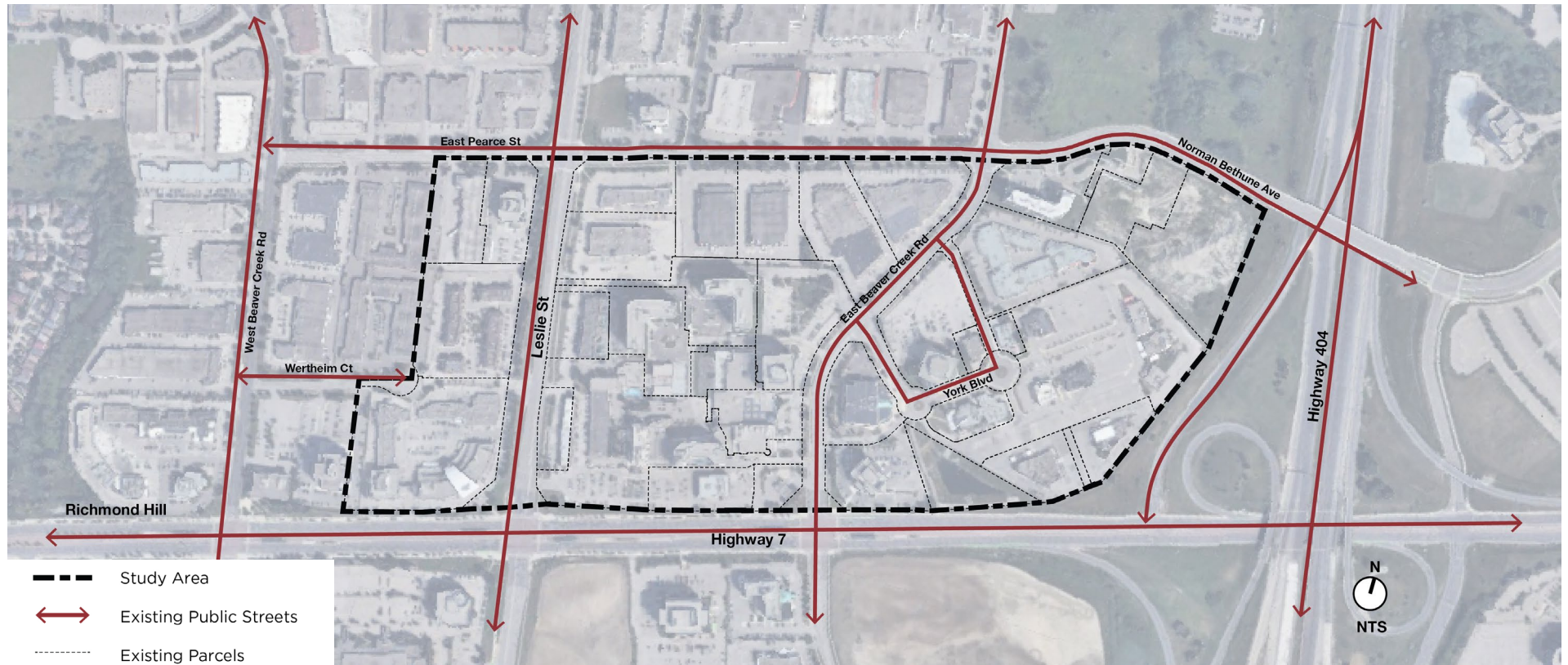


# 1.0 PROJECT OVERVIEW

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# PROJECT OVERVIEW

## Study Area



The East Beaver Creek Secondary Plan Study Area (EBC) is focused around the intersection of Highway 7 and East Beaver Creek Road as shown in [Figure 1](#). It is bounded by Norman Bethune Avenue/East Pearce Street to the north, Highway 404 to the east, Highway 7 to the south, and lands west of Leslie Street to the west.

EBC is at a crucial stage of transformation, with development interest that holds the potential to transform this neighbourhood into a complete, walkable community -- introducing a healthy mix of community amenities and residential development.

**Figure 1.** Study Area

## Study Objectives

The East Beaver Creek Road Secondary Plan will shape the vision for the study area and develop new policy directions to strengthen its presence as an inclusive, resilient and complete community. This ambitious project focuses on creating a community that not only accommodates growth but also integrates mix of land uses, transportation connections, and essential services to support a thriving population.

The policy framework governing the area has changed significantly in recent years. The York Region Official Plan (2022) converted the lands from Employment Area to Community Area, broadening the range of permitted uses and aligning the area with regional intensification objectives. Following this, the City of Richmond Hill's OPA 18.3 (2022) formally identified the district as a Local Centre. The area is planned to evolve into a higher-density complete community, where residents can live, work, play, and access daily needs within a well-connected urban environment.

With its strategic location at a regional crossroads, access to rapid transit, home to the current municipal offices and orientation as an entryway into the City, the area is well positioned to accommodate future intensification but also faces some challenges in ensuring orderly, compatible and timely development. Realizing the planned vision will depend on the careful sequencing of development, infrastructure expansion, and planning policies that guide the area's long-term growth in a coherent and coordinated manner.

## Purpose of this Document

This Background Report provides an overview of the context of EBC, including applicable policies and existing site conditions. The analysis of this context culminates in a series of opportunities and challenges for the secondary plan. This document also builds upon previous public conversations about the vision for the area and elaborates a set of guiding principles to steer EBC to this future state. The proposed vision and guiding principles are the basis for three Development Options, presented to illustrate different ways the area could evolve, in line with the vision. The study process and the timeline have been summarized in [Figure 2](#).

## Study Team

The City has retained Gladki Planning Associates to lead a multi-disciplinary consulting team to complete the EBC Secondary Plan Study. The team consists of the following firms:

gladki  
planning  
associates

**Project Lead / Planning / Engagement**

dtah

**Urban Design**

Parcel

**Land Economics**

SLR

**Hydrogeology & Geotechnical**

The City has separately retained:

wsp

**Transportation**

Aquafor Beech Limited

Arcadis

HydraTek

**Municipal Servicing**

# Timeline

\*Timeline subject to change

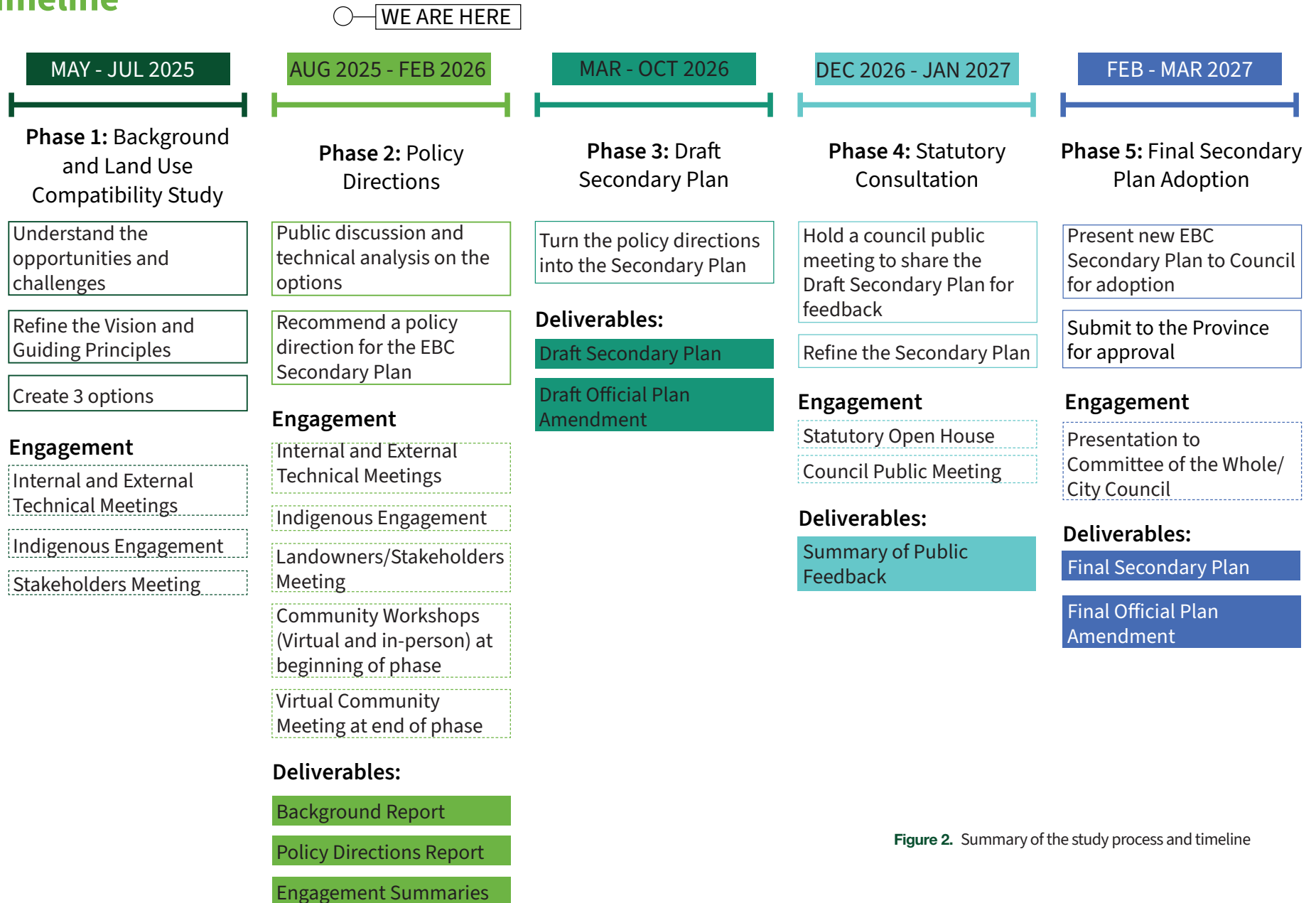


Figure 2. Summary of the study process and timeline



# 2.0 POLICY & BACKGROUND REVIEW

# POLICY & BACKGROUND REVIEW

## Planning Policy Framework

### Planning Act, R.S.O. 1990

The *Planning Act*, is the central piece of legislation governing land use planning in Ontario. The *Act* establishes a provincially-led, top-down planning system. At the top are matters of Provincial interest (s. 2), articulated through Provincial policy statements (s. 3) and Provincial plans prescribed by statute. Matters of Provincial interest (s. 2) that are relevant to this Project include:

- the protection of ecological systems, including natural areas, features and functions (a);
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f);
- the orderly development of safe and healthy communities (h);
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies (h.1);
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities (i);
- the adequate provision of a full range of housing, including affordable housing (j);
- the adequate provision of employment opportunities (k);
- the co-ordination of planning activities of public bodies (m);
- the appropriate location of growth and development (p);

- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q); and
- the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant (r);

Decisions of municipal councils must be consistent with the Provincial Planning Statement(s) and must conform or not conflict, as the case may be, with Provincial plans. The next layers in the top-down land use planning structure are the official plan of the upper-tier municipality (as applicable) and then the official plan of the lower-tier municipality (s. 16). Official plans, which may include Secondary Plans for specific geographies, are broad policy documents that provide for different uses and intensities throughout the municipality. These policies are subsequently implemented through zoning by-laws (s. 34) and site plan control (s. 41). The *Act* and its regulations outline specific procedures for approvals, amendments and appeals of official plans.

The *Act* enables upper-tier municipalities to delineate protected major transit station areas (PMTSAs) and identify a minimum number of people and jobs per hectare (PPJ/ha) that are planned to be accommodated within the area. Then, the official plans of lower-tier municipalities must include land uses and minimum densities for buildings and structures to meet the PPJ targets. The *Act* has other considerations for official plan

policies pertaining to PMTSAs ([Figure 3](#)), including that:

- municipalities may introduce inclusionary zoning policies requiring the provision of affordable housing as part of residential development in PMTSAs;
- municipalities may not require property owners to provide vehicular parking spaces within PMTSAs; and
- certain policies pertaining to PMTSAs may not be appealed, except by the Minister.

In June 2023, Bill 97 (the Helping Homebuyers, Protecting Tenants Act, 2023) narrowed the *Planning Act* definition of “area of employment” to only include employment uses which are incompatible with sensitive uses. Specifically, this revised definition includes permission for manufacturing, warehousing and research and development uses in connection to manufacturing while specifically excluding institutional uses and commercial uses such as retail and office, unless associated with a manufacturing or warehousing use. The *Act* allows municipalities to enact official plan policies to permit continuation of an excluded use if it was lawfully established on a parcel prior to Bill 97 amendments coming into force.

## Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024. It replaced the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, consolidating elements of both into a single policy document. The PPS creates a streamlined, province-wide land use planning framework that removes barriers and supports housing development. Under the *Planning Act*, any decisions made by a planning authority on or after October 20, 2024 must be consistent with the PPS.

The PPS is the planning document that translates matters of provincial interest listed in the *Planning Act* into policy. It provides the policy foundation for regulating the development and use of land in Ontario. It acknowledges that the province is fast-growing and recognizes the importance of increasing the supply and mix of housing options, addressing the full range of housing affordability needs to support a diverse and growing population. It acknowledges that long-term goals for the province will be achieved through planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

The PPS indicates that settlement areas, and namely strategic growth areas including major transit station areas (MTSAs), shall be the focus of growth and development (2.3.1.1) and that planning authorities shall support intensification and redevelopment to support the achievement of complete communities and a compact built form (2.3.1.3, 2.4.1.3.c). MTSAs will be designed to

be transit-supportive, achieve minimum density targets, and be complete communities (2.4.2.3, 2.4.2.6). MTSAs on higher-order transit corridors served by bus rapid transit will be planned for a minimum density target of 160 PPJ/ha (2.4.2.2.b). The PPS encourages industrial, manufacturing and small-scale warehousing uses that are compatible with sensitive uses to locate in strategic growth areas with frequent transit service (2.8.1.2).

The PPS policies strongly promote general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in infrastructure and public service facilities (2.3.1.3). Residential intensification is another prominent theme in the PPS, 2024. Planning authorities shall permit and facilitate all types of residential intensification, including, redevelopment of underutilized commercial and institutional sites, introduction of new housing options within previously developed areas, and redevelopment which results in an increase in residential units (2.2.1.b).

The PPS, 2024 updated the policy framework around employment areas. The policy direction for planning authorities to protect employment areas remains (2.8.2.1), but the definition and uses permitted is narrowed, reflecting *Planning Act* changes (2.8.2.3). The employment area conversion process has also been simplified, no longer requiring a municipal comprehensive review (2.8.2.5). Section 2.8.1.3 requires development within 300 metres of employment areas to avoid or mitigate land use compatibility issues that may impact the long-term viability of employment uses.

Further key policy direction includes:

- Supporting the achievement of complete communities and intensification by providing an appropriate range and mix of land uses and housing options, especially in strategic growth areas (2.1.6, 2.4.1.1, 2.4.1.2);
- Providing an appropriate range and mix of housing options and densities to meet current and long-term social, health, economic and well-being needs including establishing minimum targets for the provision of housing that is affordable to low- and moderate-income households (2.2.1.a, 2.2.1.b);
- Planning for densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and support public transit and active transportation (2.2.1.c);
- Identifying appropriate locations and promoting opportunities for transit-supportive development; focusing major employment, commercial, and a significant supply and range of housing options in areas well-served by transit (2.1.4, 2.2.1.d, 2.8.1.4).
- Identifying appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas (2.4.1.3.b)
- Making efficient use of and optimize existing municipal sewage and water services and aligning development with the provision of infrastructure and public service facilities (2.3.1.6, 3.6.1.a).
- Improving connectivity between transportation systems and modes (3.2.3).
- Avoiding or minimizing/mitigating nuisance

and public health risks associated with major facilities in proximity to sensitive land uses sensitive land uses such as residential use, institution or outdoor recreational area are proposed, to ensure long-term viability of major facilities (3.5).

- Designing the public realm to support healthy, active, and inclusive communities (3.9.1.a-b).
- Implementing necessary restrictions on development to protect vulnerable surface and ground water supplies and their hydrologic functions (4.2.1.e).

## York Regional Official Plan, 2022

The York Regional Official Plan (YROP) was approved with modifications by The Ministry of Municipal Affairs and Housing in November 2022, however Provincial Bills 150 in December 2023 and Bill 162 in May 2024 amend some of the Province’s modifications to the YROP and generally affect areas that are outside of the East Beaver Creek study area. Through partnerships with local municipalities and stakeholders, the YROP provides a framework for coordinated planning to create sustainable communities for current and future generations in York Region.

Bill 185 came into effect in June 2024 and in doing so removed planning responsibilities for seven upper-tier municipalities including the Regional Municipalities of Peel, Halton and York. As a result, these Regions are no longer approval authorities for draft plans of subdivision, Official Plan Amendments or Zoning By-law amendments. In addition, the City of Richmond Hill now has two in-effect official plans, but the City’s Official Plan Review project seeks to incorporate relevant YROP policies.

Major elements of the YROP are based on a set of guiding principles, including:

- A minimum of 50% of residential development between 2021 to 2041, and 55% from 2041 to 2051 to occur through intensification within the built-up area.
- A resident to job ratio of 2:1 focusing on Regional Centres and Corridors and major transit station areas.
- Identification and protection of employment

lands for the long-term in a well-designed and intensified built form primarily for goods and services producing business and industrial developments.

- Provision of a full range of housing types with a region-wide target of 25% of all new housing units being affordable to low and middle-income households and in addition, a minimum of 35% of all new housing units within Regional Centres and major transit station areas.

YROP mapping identifies the following for EBC:

- The area east of Leslie Street is Community Area and west of Leslie Street is Employment Area (Map 1A).
- Highway 7 is a Regional Corridor (Map 1) and Rapid Transit Corridor (Map 10) along which a number of Protected Major Transit Station Areas are located, including PMTSA #11 (East Beaver Creek BRT Station) and PMTSA #14 (Leslie-Highway 7 BRT Station).
- Leslie Street is a Rapid Transit Corridor (Map 10).
- The Regional Greenlands System extends into a small portion of the east side of EBC (Map 2).
- A highly vulnerable aquifer overlays much of EBC (Map 7).

The YROP introduces an intensification hierarchy. Regional Centres, MTSAs, Regional Corridors, and Local Centres and Corridors (in that order) are strategic growth areas and shall be the primary locations for concentrations of high density and mixed-use development in York Region (4.4.3). The two MTSAs that comprise the study area, as shown in [Figure 3](#), have minimum density targets of 200

people and jobs per hectare, per Appendix 2 of YROP.

The YROP places high priority on complete communities that support a full range of amenities and housing types for the diversity of York Region’s residents (2.3.39). Local municipalities are further required to target 35% of new housing units in Regional Centres and MTSA’s to be affordable (2.3.41, 4.4.21, 4.4.22, 4.4.42j).

Various policies seek to protect and support the viability of employment areas in York Region. The YROP encourages employment intensification, particularly in strategic growth areas and near existing and future rapid transit corridors (4.3.24). Per Appendix 1, the employment area west of Leslie Street has a minimum density target (developable area) of 70 jobs per hectare.

The policies of the YROP state the importance of protecting, restoring, and enhancing the Regional Greenlands System and water resource system

(3.1.1, 3.1.3). It may be necessary to control new development in the vicinity of these systems to achieve this goal (3.1.6, 3.2.2, 3.2.5).

*Employment Conversion Process*

The Provincial policy framework in effect at the time of the Region’s Official Plan update required upper-tier municipalities to identify employment areas and minimum employment densities within their OPs and to consider employment conversion requests through the municipal comprehensive

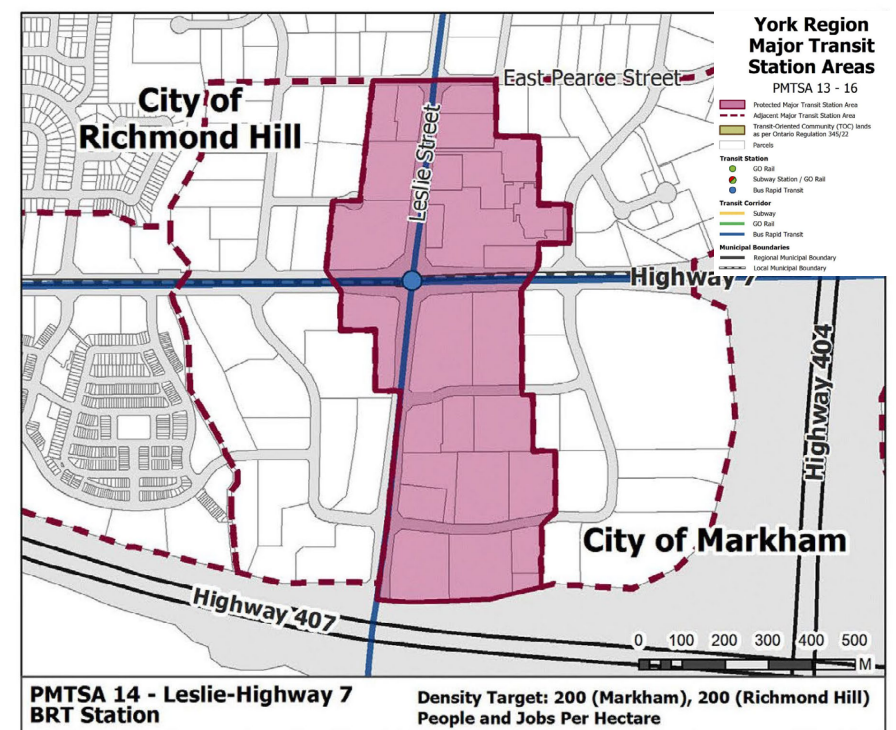
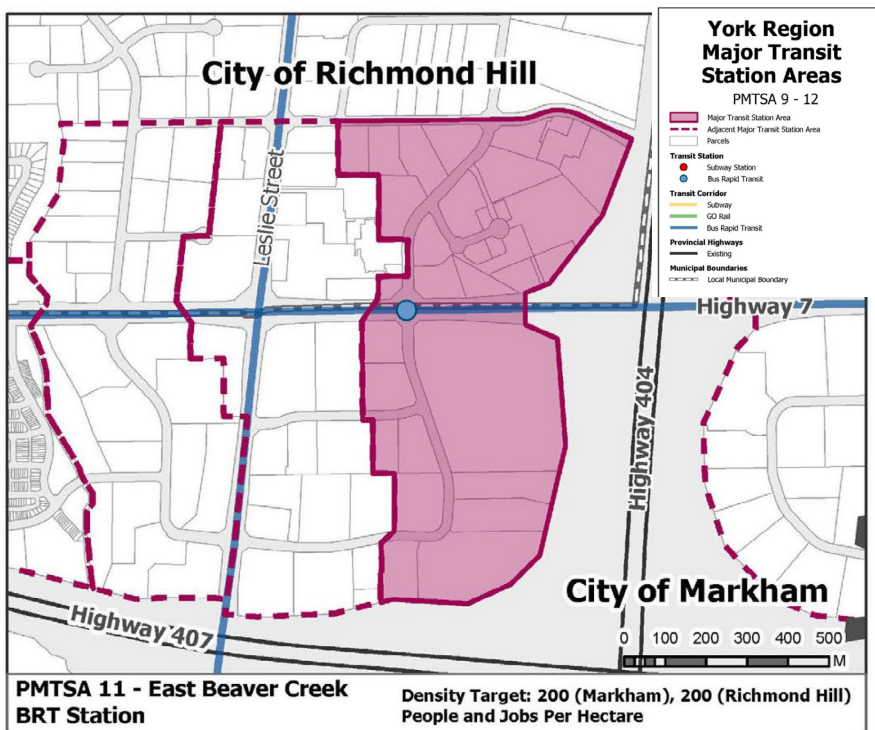


Figure 3. Map of PMTSA 11 and 14, Appendix 2, YROP

review. In 2019, York Region accepted applications for employment conversions. There were two site-specific requests for EBC: one by Parkway Hotel and Convention Centre Inc. for lands located at the northeast corner of Highway 7 and Leslie Street, and one by Crestpoint Real Estate Inc. for lands located at 100 & 115-140 York Boulevard. The City of Richmond Hill provided analysis and recommendations in support of these requests to the Region, and also submitted a municipally-initiated conversion request for the lands within this secondary plan study area located east of Leslie Street. The Region assessed conversion requests based on Council-endorsed criteria (which included the Province’s criteria under the now-revoked Growth Plan for the Greater Golden Horseshoe). Upon the new YROP’s adoption in June 2022, the area included in the municipally-initiated conversion request were removed from the employment areas. This conversion enables the City of Richmond Hill to re-designate the lands for uses besides employment. The appropriate land use designation(s) will be considered through the secondary plan study and enacted through an Official Plan amendment.

## City of Richmond Hill Official Plan

### *Status*

The Richmond Hill Official Plan (RHOP) was adopted by the Council of the Town of Richmond Hill on July 12, 2010. On April 5, 2012 the Ontario Municipal Board (OMB) partially approved the RHOP and subsequently issued a number of amending Orders. Since then, the Plan has been guiding growth and development within the City’s network of centres and corridors.

The City is currently reviewing and updating its RHOP. Two batches of OPAs have been approved by Council thus far:

- Batch 1 approved December 2020 and September 2022 included policies on Leslie Street Institutional Area, Vision and City Structure, and Neighbourhoods; and
- Batch 2 approved March 2024 included policies on OPA 18.5 Yonge and Carrville/16th Avenue KDA, OPA 18.6, Village Local Centre, OPA 18.7 Newkirk Local Centre, and OPA 18.8 Oak Ridges Local Centre (OPA 18.5, OPA 18.6, and OPA 18.8 are under appeal)

The remaining updates will address conformity with Provincial Plans, as well as ensure consistency with the PPS, 2024.

### *Vision of the City*

The policies of the RHOP will guide decisions to manage growth and development to implement the vision of the City over the 25-year planning horizon. The RHOP advances a vision of the City

of Richmond Hill as “the centrepiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area” (2.1). The policies advance the following themes and guiding principles (2.2):

### **Complete Communities**

- Direct growth to built-up urban areas with existing infrastructure and services in a network of centres and corridors.
- Create an integrated, vibrant and diverse community that provides a mix of land uses, including a balance of housing, employment, community services, parks and open spaces.

### **Environment**

- Protect and enhance natural environmental systems, functions and resources over the long term.
- Incorporate and promote sustainable development practices and initiatives.

### **Economy**

- Protect employment lands over the long term.
- Promote economic vitality and provide for a balanced and diverse range of employment opportunities.

### **Place-making**

- Recognize and enhance the inherent and unique aspects of Richmond Hill and create focal

points, gateways, experiences and landmarks.

- Strive for design excellence in the public and private realm.

**Connectivity and Mobility**

- Plan for transit and pedestrian oriented development.
- Promote connectivity, mobility and accessibility within and between neighbourhoods, employment lands, parks and open spaces.

*Growth Management*

The RHOP establishes that most of the City’s future development will happen through intensification. It sets out a City Structure framework (3.1.3.1)(Figure 4) and an Intensification Hierarchy to guide this development (3.1.3.4). The majority of mixed-use intensification will be directed to the centres and corridors. New growth, particularly residential intensification, should be directed to the following areas, in order of priority shown in Figure 5.

Local Centres will accommodate intensification at a scale and intensity that is less than the KDAs (3.1.3.11). Local Centres will be important community focal points and will develop as revitalized, mixed-use centres with pedestrian-oriented, human-scaled main streets. They may already include a higher density of development and can benefit from supporting redevelopment to fulfill complete community aspirations (3.1.3.4). As a result of locational differences and context, each Local Centre will include varying levels of activity and intensity (4.3).

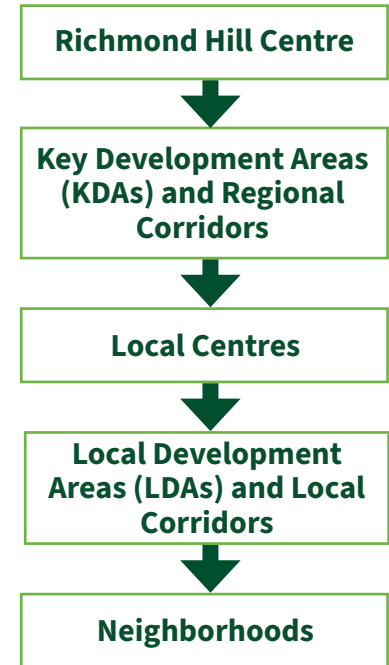
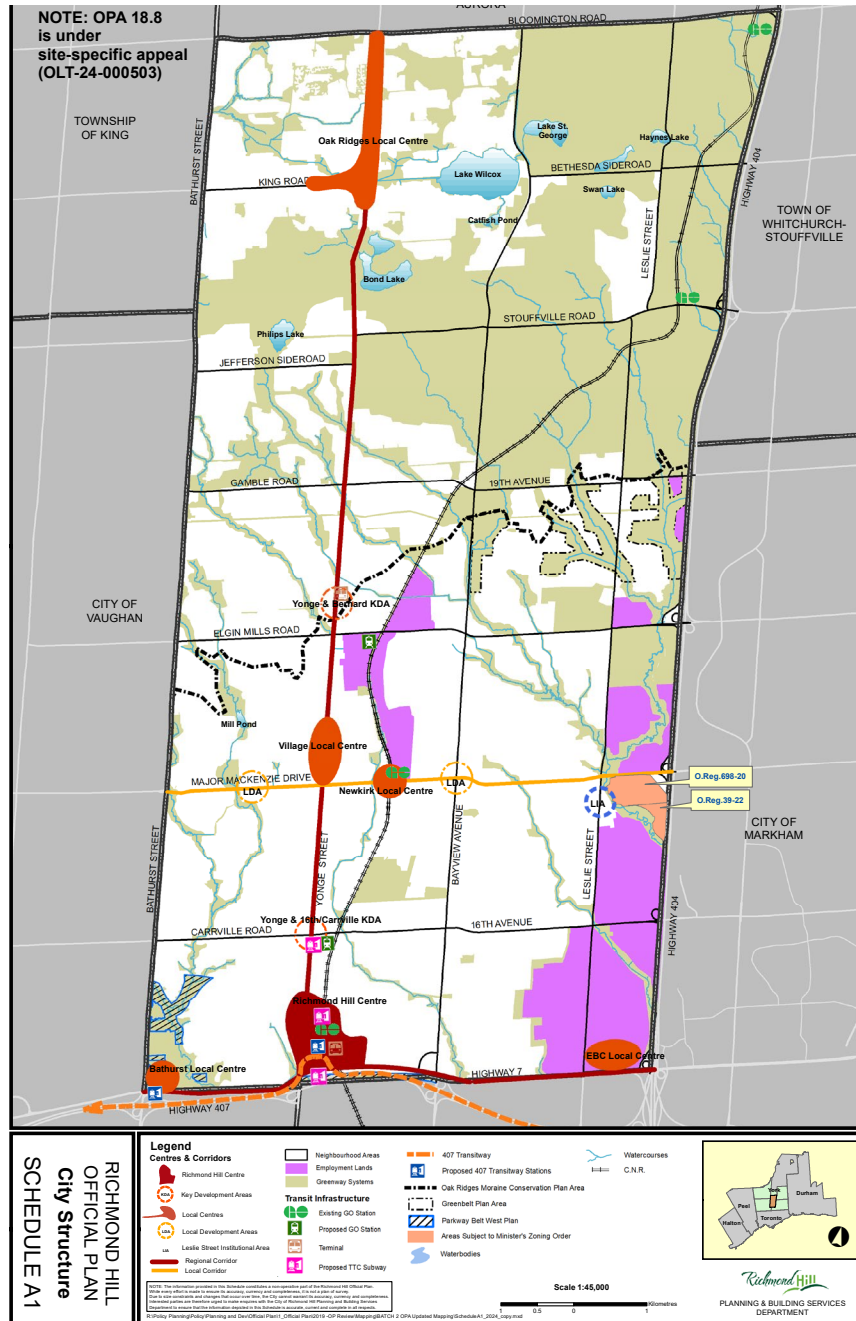


Figure 5. Intensification Hierarchy

Figure 4. Richmond Hill Official Plan, Schedule A1 (City Structure).

### *Complete Communities*

The concept of complete communities is central to RHOP and reinforced by policies in the Plan. In the centres and corridors, compatible uses are encouraged to co-locate on a site or in a building, in a compact urban form.

Elements of a complete community, presented with key policy directions, include:

#### **Housing**

The City's housing policies emphasize the importance of providing a mix and range of housing types, tenures, and affordability to meet the needs of the whole community (3.1.5.1). RHOP policy requires 25% of new housing units within the settlement area to be affordable and a portion of these to be accessible for people with disabilities (3.1.5.3). As well, new high-density residential developments must ensure a minimum of 5% of units contain 3+ bedrooms, meeting the needs of larger households (3.1.5.6).

#### **Jobs**

The City has an overall employee-to-resident target ratio of 1:2, aiming to create job opportunities close to home for many people (3.3.2.1). Within centres and corridors, a range of compatible job-generating uses are encouraged to integrate with other permitted uses in a mixed-use format (3.1.6.2). The City recognizes that the development of transit-oriented, amenity-rich communities is attractive to businesses (3.3.2.5-6). Intensification of employment uses will be promoted through density targets for employment lands and centres and corridors, and consideration of incentives.

#### **Community Uses**

Community uses such as schools, community and recreation centres, libraries, fire and police stations, and health and human services are important to support growing residential populations. Secondary Plans will determine the need and appropriate location for community uses (3.1.7.2). New major community uses will be directed to Richmond Hill Centre and Regional Corridors (3.1.7.3).

#### **Parkland**

Public parks and open space should be accessible within walking distance from all dwellings (3.1.8.1). The City will acquire parkland through land dedication or cash-in-lieu during development, or other means (3.1.8.2-3). Wherever possible, the City should connect elements of the open space system including parks, the Greenway System, stormwater management ponds, trails, boulevards and streets for ecological and human benefit (3.4.4.1).

#### *Other Relevant Policy Areas*

#### **Mobility**

The Plan establishes a clear hierarchy of transportation modes, prioritizing walking, cycling, micromobility, public transit, and goods movement over shared or single-occupant vehicles (3.5.1.2). A key objective is to achieve a 50% transit modal split within centres and corridors by 2031, reflecting the City's commitment to sustainable and efficient transportation (3.5.1.15). In the EBC area, Highway 7 is designated as a public rapid transit corridor

(3.5.1.5), while Leslie Street is identified as a proposed future rapid transit corridor (Appendix 5). *Note: This policy is under review as part of the City's Official Plan Review.*

Effective implementation of the transportation system relies on strong coordination among jurisdictions and stakeholders, as emphasized throughout the Plan (3.5.1.3-4, 3.5.1.8, 3.5.1.11). Active transportation routes are expected to link major destinations, including the Greenway System, transit stations and stops, recreational facilities, a mix of land uses, and neighbouring municipalities (3.5.2.7, 3.5.2.9, 3.5.3.3). The structure and role of different street types are defined in Section 3.5.6, guiding the design and function of the street network. As part of the development process, the City may require land to be conveyed for purposes such as street right-of-way, active transportation infrastructure, and daylighting triangles (3.5.5.1-2).

#### **Place-making**

Urban design policies promote a compact, human-scaled, attractive, and comfortable built form (3.4.1). Leslie Street and Highway 7 is identified as one of four major gateways which will create a sense of arrival and contribute to the identity of the City (3.4.1.17, 3.4.1.19). Gateways may fulfill their role using public art (3.4.1.7), signage (3.4.1.12, 3.4.1.20), special design features for buildings, public realm amenity, and/or creation of new landmarks (3.4.1.21).

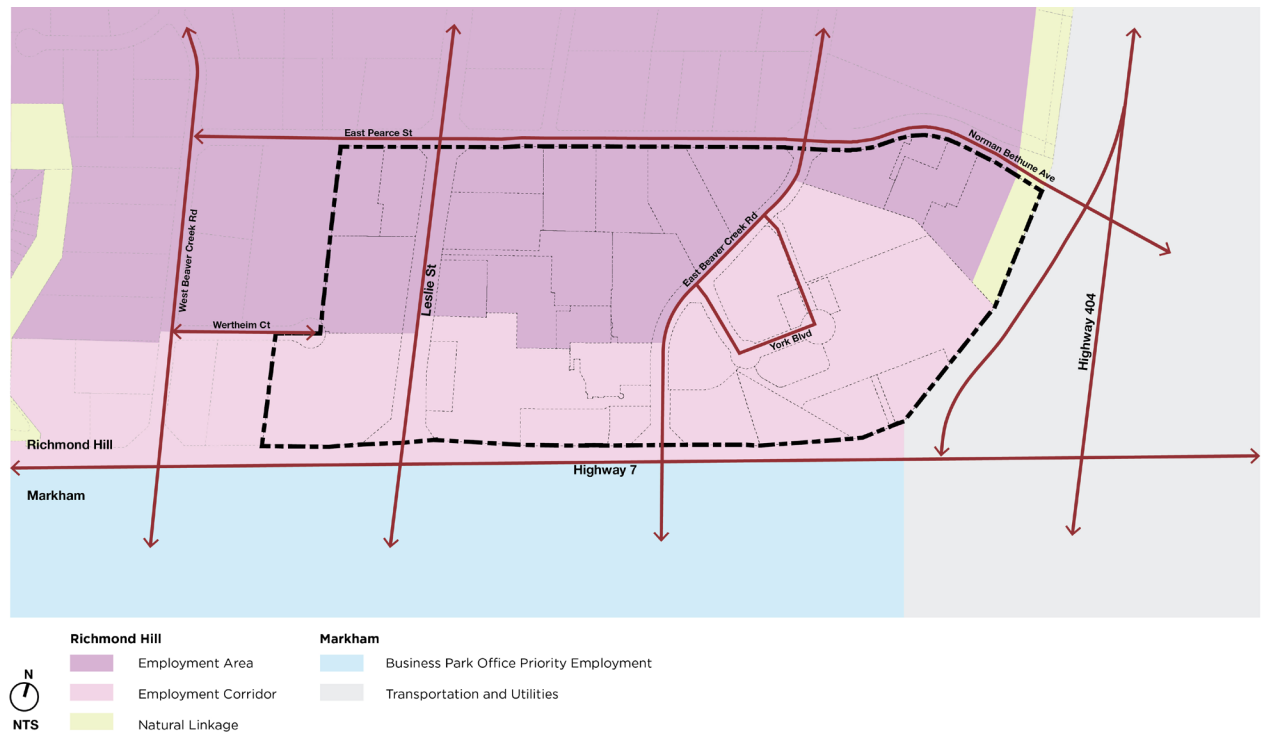
#### **Servicing**

The City's OP requires that water and wastewater servicing capacity be allocated to development based on criteria approved by Council, with

the cost of providing services to facilitate development borne by the landowner (3.1.9.2.2, 3.1.9.2.3). The RHOP encourages low impact development and on-site management of stormwater, and may require it in certain instances (3.1.9.3.1-3, 3.2.1.11). Preparation of Stormwater Management Plans, Functional Servicing Plans, Erosion and Sedimentation Control Plans will be required to support development applications (3.1.9.3.8-9, 3.1.9.3.11). The City's Standards and Specifications Manual will guide the public realm aspects of stormwater management works (3.1.9.3.12). Policy 3.1.9.3.13 requires coordination with adjacent municipalities for stormwater management works where watersheds span municipal boundaries.

### Employment Lands

The two employment land designations – Employment Areas and Employment Corridors – are intended to maximize economic potential by ensuring a long-term, stable supply of employment land in strategic locations of the City (4.8). High performance industrial and office is the predominant use of land for Employment Areas (4.8.1.1.1) and for Employment Corridors it is office (4.8.2.1.1). The City shall require appropriate mitigation of adverse impacts on sensitive uses from noise, odour and vibration emanating from noise, odour and vibration generating sources such as airports, rail yards, railways, Provincial highways, arterial streets, primary transit corridors, industrial uses and commercial uses (3.1.9.8.1, 4.8.1.1.5, 4.8.2.1.5). Presently, building heights are limited to 5 storeys in Employment Areas (10 storeys for office and hotels) and 11



**Figure 6.** Study Area Land Use (per Richmond Hill Official Plan, Schedule A2).

storeys in the Highway 7 Employment Corridor (4.8.1.1.7, 4.8.2.1.11).

Building heights along Highway 7 and in proximity to the Highway 404 have historically been limited due to the presence and operation of the Buttonville Airport, and its approach paths, which are Federally regulated by Transport Canada through airport zoning regulations. At the time of writing, Buttonville airport has ceased its operations.

The land use designations for EBC are currently Employment Areas and Employment Corridors as shown in [Figure 6](#). To align with the Local Centre city structure element, these designations will need to be reviewed and amended.

OPA 61 was adopted in April 2025 in response to Provincial Bill 97. The OPA added policies permitting the continuation of legally established uses in Employment Area and Employment Corridor designations that are otherwise excluded from the definition of “area of employment” in the *Planning Act*.

### Buttonville Airport

The policies of the RHOP should be reviewed through the Secondary Plan Study to determine if policies restricting development due to the operations of Buttonville Airport should be amended or revoked.

### Secondary Plans

Policy 5.1.5 specifies the contents of new secondary plans, such as:

- the proposed development concept;
- population and employment projections;
- land use policies, including compatibility with adjacent uses;
- maximum and minimum densities for development blocks;
- locations for public parks, urban open spaces community uses, transportation infrastructure
- a Greenway System Plan;
- necessary investments
- timing and phasing of build-out; and
- an affordable housing implementation strategy.

Secondary Plans for Local Centres should include policies regarding, among other things:

- urban design requirements;
- connections to contribute to the vitality of the surrounding area;
- focal points for community activity and civic pride; and

- the size and context for development that is appropriate in relation to the surrounding neighbourhood and corridors.

### *Official Plan Review – Key Directions Report*

As part of the RHOP review, a community workshop and online survey was hosted about the East Beaver Creek Study Area. This workshop informed a draft Vision and Key Directions, which were endorsed by Council in a Key Directions report in February 2022.

### **Council-endorsed Vision**

The Key Direction Report established that the East Beaver Creek and Highway 7 area should be a gateway hub to service the broader employment area and area residents, which provides access to a variety of businesses and cultural elements, and is well supported by transit.

### **Council-endorsed Key Directions**

- Convert from Employment designations to support a mix of uses, with the area predominantly continuing to support employment uses
- Provide a civic presence relative to the City’s municipal administrative building with an open space facility
- Provide amenities that support existing and future residents and continue to provide services that support the broader employment area
- Provide a gateway function at the southeast corner of the City
- Ensure that new development is compatible

with the functioning Buttonville Airport and existing employment uses within and in the adjacent area

This Secondary Plan Study will refine and update the Vision and Key Directions, to account for changes to the existing conditions and various higher-level policies in the intervening time. The new vision and guiding principles (see Section 5) will guide the development of the Secondary Plan.

## Other Studies and Plans

### Transportation Master Plan

On December 13, 2023, Richmond Hill City Council endorsed the 2023 Transportation Master Plan (TMP). This Plan updates the previous 2014 TMP and integrates the City’s Pedestrian and Cycling Master Plan and Trails Plan into a single, comprehensive document. The 2023 TMP establishes the vision for all travel modes within the City to the year 2051.

One of the major goals of the TMP is the desire to plan for all modes of travel, with a particular focus on active transportation and transit options. The mobility hierarchy in [Figure 7](#) presents the City’s mode priorities when planning the City’s transportation network. This hierarchy is reflected in the RHOP

In support of this vision, the TMP recommends a series of draft transportation planning and design policies to be considered for adoption as part of the City’s Official Plan Review. These policies should also be considered for the Secondary Plan and include the following:

- Encourage and promote integration between transportation, land use planning, urban design strategies and new developments to create connected communities.
- Continue to apply a Complete Streets approach to transportation planning, focusing on street function and understanding that each street is unique and requires context-specific walking and cycling design solutions.

- Improve active transportation integration with public transit by providing direct connections to transit hubs and advocate for active transportation-supportive infrastructure, such as bike parking at transit stops.
- Implement sidewalks on both sides of all new or reconstructed (where feasible) local, collector and arterial roads, consistent with the City’s Standard Drawings, to improve connectivity and mobility.
- Work in partnership with developers, especially within the urban area, to identify

opportunities for privately-owned but publicly accessible pedestrian corridors to provide local connections.

To implement the TMP’s vision, the infrastructure improvements shown in [Figure 8](#) and [Figure 9](#) were recommended within the EBC Secondary Plan study area. These recommendations will serve as the conceptual foundation for the Secondary Plan’s transportation network, which will be further developed and refined through the planning process.

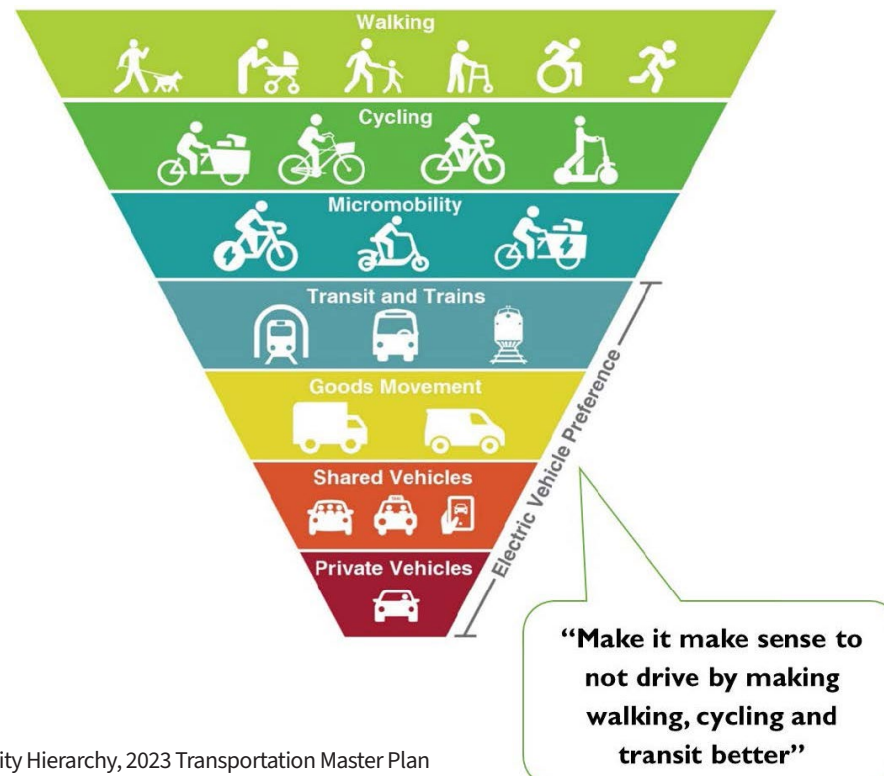


Figure 7. Mobility Hierarchy, 2023 Transportation Master Plan



Figure 8. Road Network, 2023 Transportation Master Plan



Figure 9. Active Transportation and Trails Network, 2023 Transportation Master Plan

## Servicing Master Plans

Starting in 2019, the City developed City-wide computer models of water, wastewater and stormwater infrastructure to identify system capacity issues to be addressed as part of the City's capital budget process. Building on the development of these models, the City is undertaking City-wide Master Plans related to each of these infrastructure categories to update the models to account for better growth projections, account for developments and capital projects that have occurred since the original model development and to identify and prioritize projects to be undertaken as part of the City's capital program.

In tandem with the development of the City-wide computer models, the City undertook an update in 2023 of the Urban Master Environmental Servicing Plan to support and inform an update of the City-wide Development Charge By-Law. This report identified capital projects that would be required to support growth to 2041, 2051 and ultimate build-out of the City's network of centres and corridors. This work was incorporated into the City-wide models for the water and wastewater systems which are updated regularly with new development applications.

## 2022 Parks Plan

The Parks Plan (2022) provides direction for the planning and development of Richmond Hill's municipal park system.

The Plan identifies parkland needs to meet the needs of the existing community and future growth. It also determines parkland needs in relation to the planned urban structure and establishes an urban open space system. The Plan identifies the need for a Community Park in the East Beaver Creek Area.

The City has an approved parkland service level of 1.37 ha per 1,000 people to 2031.

## Other Documents Considered

A number of other background documents have been reviewed and considered as part of this study, but will not be summarized herein. These include, among others:

- City of Richmond Hill Strategic Plan 2024-2027
- City of Richmond Hill Affordable Housing Strategy (2021) and background studies
- City of Richmond Hill Zoning By-law 150-80, covering EBC
- City of Richmond Hill Centres and Corridors study (2023)
- City of Richmond Hill Investment Attraction Strategy (2022)
- City of Richmond Hill Recreation & Culture Plan (2022)
- City of Markham Official Plan (2014)
- York Region Economic Development Action Plan 2024-2027
- York Region 10-Year Housing and Homelessness Plan, Phase 2 Plan for 2019-2023
- York Region Plan to Support Seniors 2024-2027



SECURITY

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SOLUTIONS

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# 3.0 EXISTING CONDITIONS

# EXISTING CONDITIONS

Learning about the current context of a place helps to identify special elements that ought to be preserved and areas where there is room for improvement. It may also bring to light constraints to future development that require appropriate responses in the plan. The following section describes the existing conditions of EBC based on site visits, desktop research, and various technical analyses. With this baseline understanding of EBC, we can begin to think about how it could logically evolve.

## Land Use and Built Form

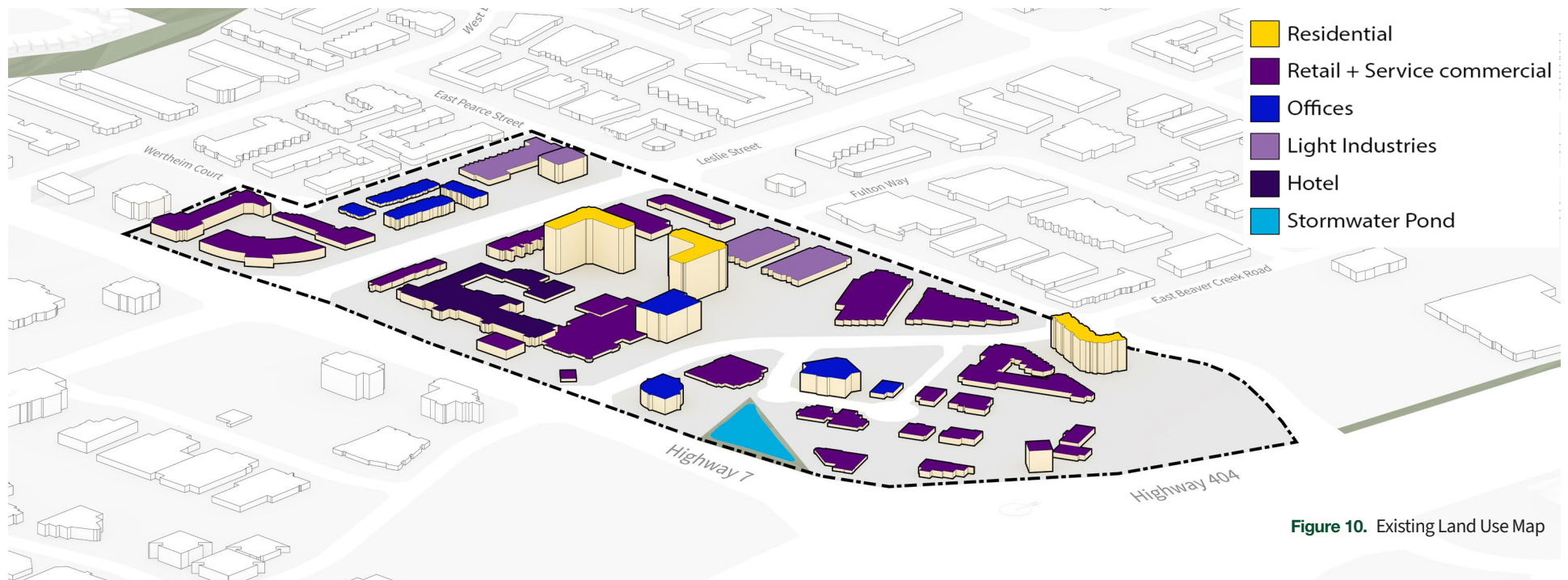


Figure 10. Existing Land Use Map

The existing built form ([Figure 10](#)) in EBC largely reflects its legacy as an auto-oriented employment area with large-footprint buildings, expansive surface parking lots, and little relationship to the street. While this is common and appropriate design for employment areas, creating a mixed-use centre will require a different approach.

The existing land use in EBC contains foundational elements of a complete community. Commercial uses now occupy buildings designed for industrial uses, though a few lighter industries remain. Other uses present are varied and include residential, office, and hotel.

This existing condition presents issues related to walkability, vibrancy beyond working hours, population-serving amenities, and land use compatibility that will need to be addressed as the EBC legacy evolves.

## Land Use within EBC

### *Light Industrial*

Light industrial uses are limited to a small cluster along East Pearce Street between Leslie Street and East Beaver Creek Road, at the northern edge of EBC. These include warehousing, distribution, and light manufacturing operations housed in single storey buildings with large footprints, rear servicing areas, and surface parking. Examples include Cansel Toronto, an equipment supplier, Tucker's Pottery Supplies etc. among other light industries which require warehousing for inventory and storage.



**Image 1.** Light industries at the intersection of Leslie St. and East Pearce St.

### *Office*

Office uses are interspersed throughout EBC, with a major cluster located along Leslie Street. These include standalone mid-rise office buildings, such as the Richmond Hill City Hall on East Beaver Creek Road, and multi-tenant complexes, such as Commerce Garden on Leslie Street accommodating a mix of corporate, law, civic, banking, and professional services. Buildings are typically three to six storeys in height with surface parking dominating the site layout. Site planning prioritizes vehicular access, with internal driveways, but offers limited pedestrian connectivity and inactive ground-level frontages.



**Image 2.** City of Richmond Hill Office on East Beaver Creek Rd.

### *Retail and Service Commercial*

Retail and service commercial uses are the predominant land use within EBC and are distributed along Highway 7, Highway 404, East Beaver Creek Road, the southern portion of Leslie Street, and York Boulevard. They are large-format commercial plazas such as Times Square, Fusion Parc and Shoppes of the Parkway. These offer a range of restaurants particularly East Asian and South Asian retail and food establishment, cafés, personal services, commercial schools, spas, and culturally-significant businesses. Retail and service commercial uses are housed in 1-to 2-storey strip plaza style buildings with extensive surface parking and inward facing site layouts. Built form is auto-oriented with limited pedestrian scale design and poor walkability between sites.



**Image 3.** Fusion Parc (9021 Leslie Street)

### *Residential*

Residential uses within EBC include three high-rise condominium developments located at 9015 and 9017 Leslie Street and at 75 Norman Bethune Avenue. These buildings were introduced into the EBC area in the mid-to-late 1990's and mid 2000's respectively. The residential development on Norman Bethune Avenue has approved future phases. These towers accommodate an estimated 2,000 residents and range from 10 to 12 storeys in height. The developments along Norman Bethune Avenue were approved through Ontario Land Tribunal (OLT) decisions that permitted residential uses within designated employment lands. The residential buildings are high-rise towers with private driveways, structured or surface parking, and private indoor and outdoor amenity space for residents. These developments are largely self-contained with minimal interface with the surrounding public realm.



**Image 4.** Residential uses at 75 Norman Bethune Ave.

### *Hotels*

Hotel uses are concentrated at the intersection of Leslie Street and Highway 7 and include the Sheraton Parkway Toronto North and the Best Western Parkway Hotel. These full-service hotels include conference facilities, convention hall, and on-site restaurants, and are integrated with adjacent retail and office uses. The complex also includes a private racquet and fitness club that is accessible only to members and hotel guests. The hotels take mid-rise form and low-rise motel form with mix of structured and surface parking. Site layouts are car-oriented, with internal access roads and limited street engagement.



**Image 5.** Sheraton Parkway Toronto North

## Surrounding Context

### North

Directly north of EBC, along East Pearce Street, the land use continues as a mix of light industrial and office functions, forming part of the broader Beaver Creek Business Park. These include warehousing, logistics, and small-scale manufacturing operations, typically housed in low-rise buildings with large footprints, rear servicing areas, expansive surface parking, and some with ancillary uses. Built form in this area includes both newer office campuses and older industrial properties, contributing to a varied but employment focused fabric.

The Holiday Inn Express & Suites Toronto, located at the intersection of Leslie Street and East Pearce Street, provides hotel and hospitality services. East Pearce Street functions as a collector road, with signalized intersections, sidewalks on the north side, and access to internal business park roads, but is dominated by fast-moving vehicular traffic (including heavy truck traffic).

The northern context forms part of a stable and protected employment area, with few major land use changes foreseeable. Commercial uses may gradually turn over and be replaced by industrial uses, as envisioned by the planning policy framework. The general continuity of job-generating uses reinforces the role of East Beaver Creek Business Park as a key employment node within Richmond Hill.



**Image 6.** Examples of uses located north of EBC.

## East

The eastern edge of EBC is defined by Highway 404, a major north-south Provincial freeway. The corridor includes on and off ramps, wide grassed medians and setback areas. The highway infrastructure presents a significant barrier to connectivity, with crossings in the area limited to Highway 7, Norman Bethune Avenue and 16th Avenue.

Beyond the highway, within the City of Markham, the surrounding context features a mix of employment, institutional, and residential uses. To the northeast, the decommissioned Buttonville Airport lands have been identified for long-term redevelopment, which at the time of writing proposes development of industrial uses. Immediately adjacent lands north and east of the highway are occupied by light industrial and service commercial uses, including recreation facilities such as badminton and table tennis centres, the Global Industrial Canada building, and the larger Woodbine Business Centre further east.

The Seneca College Markham Campus is situated at the northeast quadrant of the Highway 404 and Highway 7 interchange. This campus is temporarily closed in response to shifting international student enrollment, but a 2012 masterplan shows medium- to long-term plans for redevelopment including mid- to high-rise buildings (academic facilities, offices, student housing, commercial uses), new roads and pedestrian connections, and open space facilities. Farther east along Highway 7 and Allstate Parkway



**Image 7.** Examples of uses located east of EBC.

are large-format office campuses, including those of Huawei Technologies and Hatch, followed by established low-rise residential neighbourhoods.

While the broader eastern context includes key regional employers and institutions, Highway 404 serves as a definitive boundary, limiting physical and visual integration with the East Beaver Creek area.

## South

The southern boundary of EBC is formed by Highway 7, a major regional arterial and rapid transit corridor. The corridor features Viva Rapidway Bus Rapid Transit (BRT) infrastructure, with dedicated bus lanes and high-quality station platforms. While sidewalks and signalized crossings are present, large block sizes, wide curbs, and parking-dominated frontages contribute to a fragmented pedestrian environment. Although Highway 7 provides strong regional transit connectivity, it remains a visual and physical barrier for active transportation users trying to travel south.

Immediately south of EBC, across from the Sheraton Hotel, the land use continues as mid-rise offices and hotels, including the Hilton Garden Inn and Courtyard by Marriott. These uses are consistent in scale and function with those within EBC, contributing to the commercial and employment character of this segment of the corridor.

Southwest of EBC, contained between Highway 7 and Highway 407 within the City of Markham, is the Leitchcroft residential neighbourhood with a mix of medium- and high-density residential uses. This area includes public parks, such as Vanhorn Park and Ada Mackenzie Park.

While the immediate southern context mirrors the commercial uses found in the adjacent portion of EBC, the Leitchcroft neighbourhood is the closest residential area that may supplement population-serving amenities.



**Image 8.** Examples of uses located south of EBC.

### West

Times Square and the Commercial Garden office complex are directly adjacent to light industrial and office clusters located along both sides of West Beaver Creek Road, including Beaver Creek Court. These clusters are characterized by large building footprints with rear servicing areas, generous surface parking, and minimal pedestrian interface. The built form remains auto-oriented, with single-storey warehouse and distribution facilities set back from the street.

West of West Beaver Creek Road, a naturalized corridor separates the industrial uses from a low-rise residential neighbourhood. This area is composed primarily of single-detached homes situated on tree-lined local streets. The neighbourhood includes key community amenities such as Adrienne Clarkson Public School and King's College Park, which provide educational and recreational functions. Further west, the urban fabric integrates with a natural greenway along the German Mills creek, offering multi-use trails and passive open space within the Doncrest Valley, supporting active transportation and ecological connectivity.

The western context requires a careful planning approach to ensure the Local Centre designation does not destabilize existing employment uses within the same block.



**Image 9.** Examples of uses located west of EBC.

## Development Activity

Development activity in EBC and the surrounding area has been fairly modest to-date. Initial engagement for this project with major landowners in EBC indicates that development interest – particularly in projects with a residential component – is increasing. There is one active development application by Parkway Hotels and Convention Centre Inc. Consultation with other major landowners in the study area suggest that there is development interest to redevelop lands within EBC within the medium term (5-15 years).

Relevant development applications from the City of Richmond Hill and the City of Markham are summarized in [Table 1](#).

Address	Application Type & Status	Summary	Applicant
City of Richmond Hill			
0, 75 and 85 Norman Bethune Avenue <i>Within Study Area</i>	<u>APPROVED:</u> 2003 and 2016 Official Plan Amendment Zoning By-law Amendment  <u>Site Plan Approval (certain phases)</u>  <u>UNDER REVIEW:</u> Site Plan Approval	City staff recommended against the application (4 apartment buildings ranging from 9-14 storeys) in 2003. The applicant appealed to OMB and the application was approved in 2005 on the basis of the in-force policy at the time of application (very little policy direction for the area) and some existing approvals for residential uses in the southern part of the Business Park.  Applicant came back to add one 19-storey apartment building (now, total 5) in 2016. Staff recommended against approval. A settlement approved by the OMB in 2016 which substitutes a 12-storey office building for the originally-proposed apartment building.	2179548 Ontario Inc.  2303042 Ontario Inc.
600 and 650 Highway 7 East and 9005 Leslie Street <i>Within Study Area</i>	<u>UNDER REVIEW</u> Official Plan Amendment	Active development application for the lands at 600 and 650 Highway 7 East and 9005 Leslie Street. Proposed nine towers (35-42 storeys) with 3,460 dwelling units plus expanded hotel, convention centre and retail uses. The proposed buildings are generally sited between existing buildings to be retained. Nearly 5,000 underground parking spaces are proposed, covering the entirety of the site. A 0.4 hectare strata park is proposed.	Parkway Hotels and Convention Centre Inc.

Address	Application Type & Status	Summary	Applicant
City of Markham			
Commerce Valley Drive E, Thornhill  <i>Adjacent to EBC; southeast of East Beaver Creek Road and Highway 7</i>	<u>APPROVED</u> : August 2024  Minor Variance  <u>UNDER REVIEW</u> Site Plan Approval	Application to permit a three-storey data processing centre	3288212 Nova Scotia Limited
80 Minthorn Boulevard, Thornhill  <i>Adjacent to EBC; southeast of Leslie Street and Highway 7</i>	<u>UNDER REVIEW</u>  Site Plan Approval - Extension	Application to facilitate the construction of an 8-storey office building with surface parking lot.	The Wemat Group

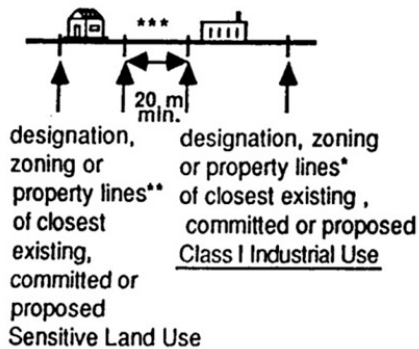
**Table 1.** Development activity in EBC and surrounding area.

## Industrial and Major Facilities

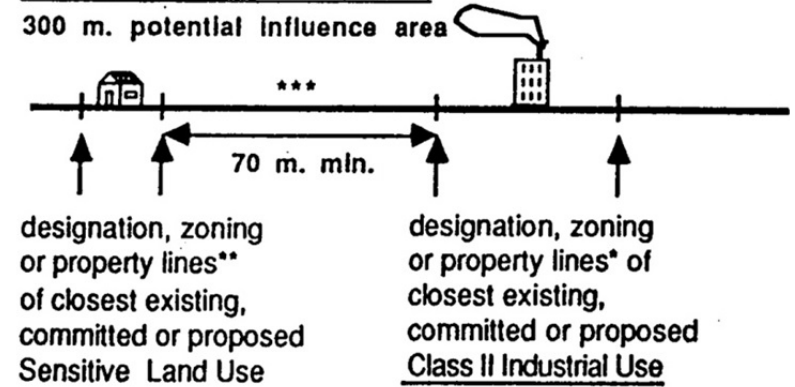
EBC abuts major transportation corridors and employment areas with existing or planned industrial and manufacturing facilities (collectively, “major facilities”). When sensitive land uses are proposed in proximity to major facilities, particular attention must be paid to ensure there will not be a compatibility problem. Major facilities may produce noise, vibration, air pollution, and other nuisances that could have adverse effects on nearby populations. Conversely, complaints from residents can threaten the long-term viability of major facilities which are essential to the economy and limited in their ability to relocate. The appropriate planning approach, as established by PPS policy 3.5.1, is to avoid adverse effects, and if avoidance is not possible, they are minimized and mitigated.

We have conducted a preliminary land use compatibility assessment related to the development of additional sensitive uses within EBC. This assessment reviews the policy and regulatory framework, identifies major facilities within 1,500 metres, considers the potential for adverse effects, and presents recommendations for the secondary plan to avoid, minimize, and/or mitigate adverse effects.

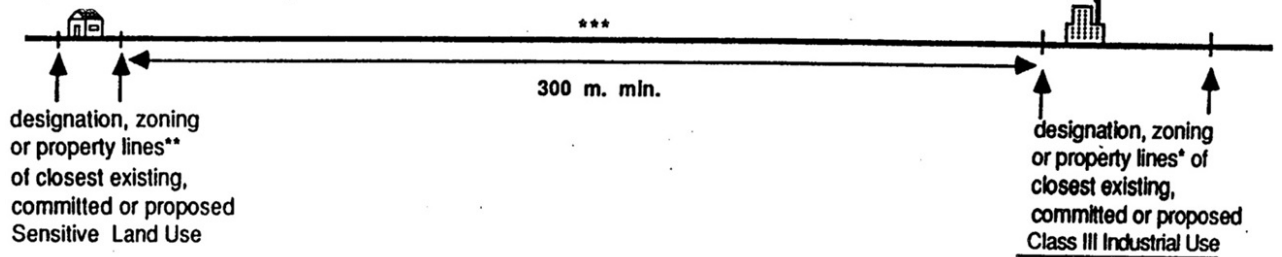
### **CLASS I INDUSTRIAL:** 70 m. potential influence area



### **CLASS II INDUSTRIAL:** 300 m. potential influence area



### **CLASS III INDUSTRIAL:** 1000 m. potential influence area



**Figure 11.** Minimum separation distances and potential influence areas for different Classes of major industrial facilities (Source: MECP D-6 Guidelines).

## Key Findings

Industrial uses with the potential for fugitive emissions are located within the vicinity of the secondary plan area. Facilities may emit odour, noise, vibration, dust and other particulates. Specific industrial operations, for example overnight shiftwork, heavy vehicle traffic, and outdoor storage or operation may also affect sensitive uses if located nearby.

These facilities vary in scale and intensity, including:

- Light manufacturing and assembly operations (e.g., automotive components, furniture fabrication, food processing).
- Office buildings or high-density residential buildings with ECA/EASR registrations, typically for standby generators, HVAC systems, or laboratory operations.
- Warehousing and distribution facilities.
- Specialty manufacturing and research laboratories.

Most of the identified industrial facilities fall into MECP Industrial Class I (low potential for off-site adverse effects) or Class II (moderate potential). EBC is beyond the potential influence areas for the majority of these facilities. The north-west portion of EBC and the southern edge along Highway 7 are within the potential influence areas of certain facilities.

Other major facilities in the vicinity of EBC include Highway 404, Highway 7 and the associated

transitway, and Leslie Street. These transportation corridors are sources of noise, vibration, and air pollution, which may affect sensitive uses.

## Consideration of Impacts

Impacts are evaluated on the basis of potential operational constraints on existing/planned employment uses if new sensitive uses are introduced and potential effects of existing/planned major facilities on proposed sensitive uses. The existing mix of high-density residential, office, and retail/service commercial uses in EBC suggests a broader context that is generally compatible with community life.

The review of industrial facilities within and surrounding the secondary plan area indicates that, in general, there is limited potential for significant adverse effects on sensitive uses. Existing separation distances generally exceed the D-6 Guideline or industrial facilities are located wholly within the portion of the secondary plan area that remains designated employment area where no sensitive land uses will be contemplated.

The employment areas within and nearby to the EBC secondary plan area in Richmond Hill and Markham are generally subject to zoning that limits heavy industrial activity, accessory outdoor storage, and outdoor processing. For the most part, introduction of new sensitive uses in EBC will not further restrict operations of existing/planned employment uses as compatibility with existing residential uses must already be considered. The area abutting EBC to the north with M-2 zoning may not be able to achieve the

full range of permitted uses if sensitive uses are permitted fronting East Pearce Street, without additional mitigation measures. The right-of-way for East Pearce Street provides insufficient separation for Class II or III facilities.

The impacts of major transportation corridors warrant consideration:

- Highway 404 – This 400-series highway is a significant source of noise, vibration, and air pollution. Separation, buffering, site planning, and building design may reduce or eliminate adverse effects.
- Highway 7 and Leslie Street – These transportation corridors (both of which accommodate, or are planned to accommodate, rapid transit) are potential sources of noise, vibration, and air pollution. New sensitive uses will be directed to these frontages and therefore will require site planning and building design to reduce or eliminate adverse effects.

Traffic in and around the secondary plan area is expected to remain diverse, including light- and heavy-duty vehicles and a range of active transportation users. Any changes to the mobility network in EBC will alter travel patterns and street activity. Secondary Plan policies should anticipate these changes and ensure that potential safety and traffic issues are addressed through appropriate design, access management, and multimodal integration.

## Recommendations

The secondary plan should balance the accommodation of sensitive uses with the retention of a viable and productive business and employment district.

### *Land Use Compatibility and Mitigation*

- Maintain and enhance physical buffers including planting and naturalized areas, berms, and landscaped setbacks along the Highway 404 corridor and other arterial roads to address noise, air quality, and vibration impacts.
- Require site-specific compatibility studies (noise, air quality, and vibration) for any new sensitive uses within the secondary plan area, in consideration of PPS Policy 2.8.1.3.
- Encourage building design strategies that mitigate impacts from adjacent employment and transportation fugitive emission sources. These may include, but are not limited to:
  - HVAC system design that maximizes indoor air quality;
  - Restricting operable windows and balconies in proximity to emission sources;
  - Orientation and massing of buildings; and
  - Locating habitable spaces as far away as possible from emission sources.
- Locating any necessary school sites interior to the secondary plan area, away from emission sources.
- Consider options to increase the separation between sensitive uses and the employment area to the north, where the right-of-way may not provide sufficient buffer.

### *Support for a Functional Employment District*

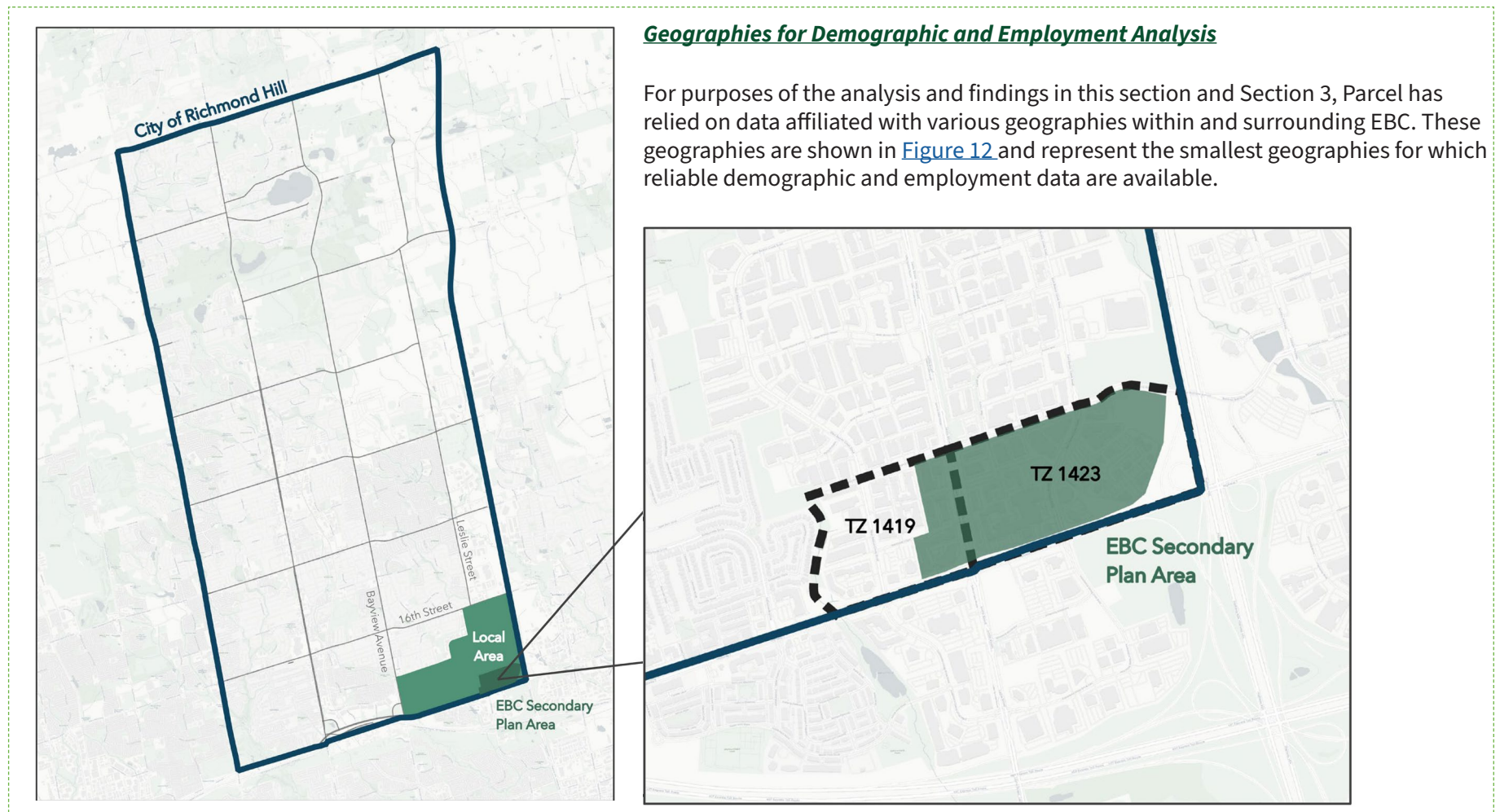
- The employment lands surrounding the secondary plan area are part of an evolving business district and office node. Ongoing planning for this area should ensure flexibility of employment formats to provide reasonable flexibility to existing operators, landowners and prospective businesses while providing a strong planning framework that maintains compatibility with sensitive uses.
- Work with the Region of Peel and City of Markham to ensure the broader employment district remains productive and supportive of shared goals.

### *Integration with Transportation Planning*

- Anticipate rapid transit expansion on Leslie Street by permitting transit-supportive densities and mixed-use opportunities in proximity to the corridor, while managing the interface with existing employment uses.
- Apply complete streets principles to all streets, ensuring safe and efficient movement for all modes and minimizing conflicts between commercial and residential traffic.
- Consider developing a goods movement strategy for the area.

## Demographics & Employment

The East Beaver Creek (EBC) Secondary Plan area is poised for significant change as Richmond Hill continues to grow and evolve. Understanding the demographic, housing, and employment profile of this area is critical for shaping a planning framework that responds to current realities while anticipating future needs. The following section provides a detailed overview of existing conditions, including household characteristics, housing trends, income levels, immigration and language profiles, and employment dynamics. It also highlights forecasted patterns of population and employment growth, helping to establish a foundation for planning policies that can support a vibrant, inclusive, and sustainable community



**Figure 12.** Geographies for demographic and employment analysis. Source: Parcel

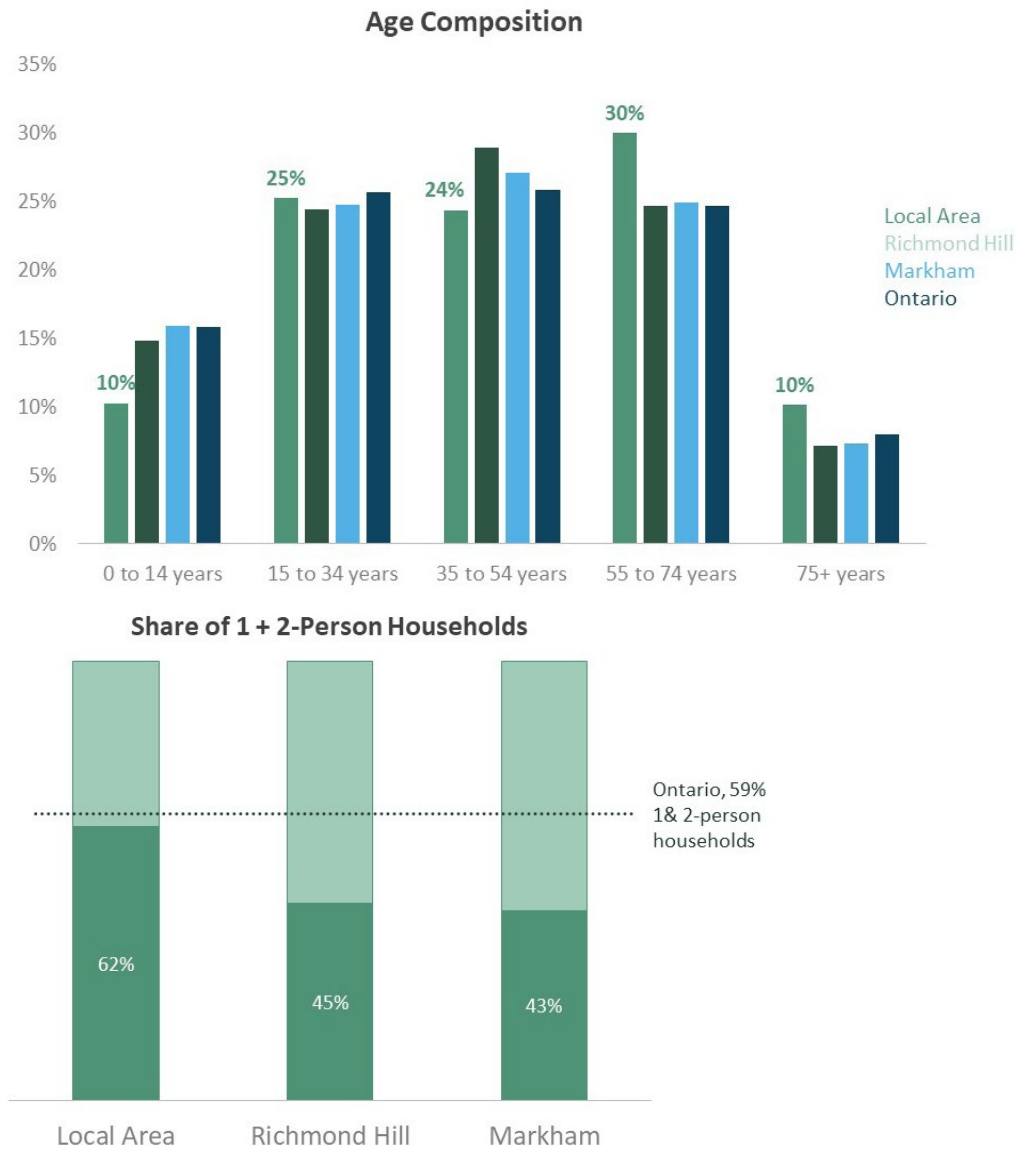
## Household Profile (Age & Size)

**An older population and smaller household sizes characterize the EBC Secondary Plan area.**

The population of the local area tracks older than the City of Richmond Hill and Markham, with 40% of its population over the age of 55.

The Local Area hosts a significant share of one-and-two-person households, some 62%. This is well above the share of smaller households evident across Richmond Hill and Markham more broadly.

As EBC evolves over time, demographics may shift in response to population-level factors and the range of housing that is available. Seniors may prevail in the area because the housing types that appeal to them (smaller, accessible units in medium- to high-density building typologies) are present in the area. Still, planning for a full range of housing, including housing for families and larger households, will be important.



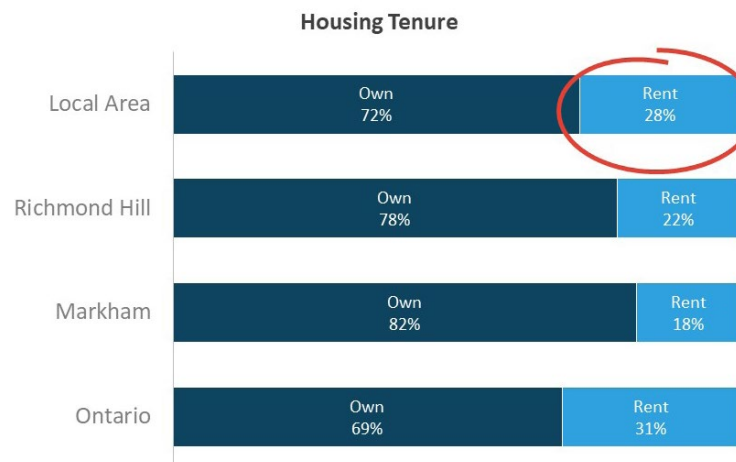
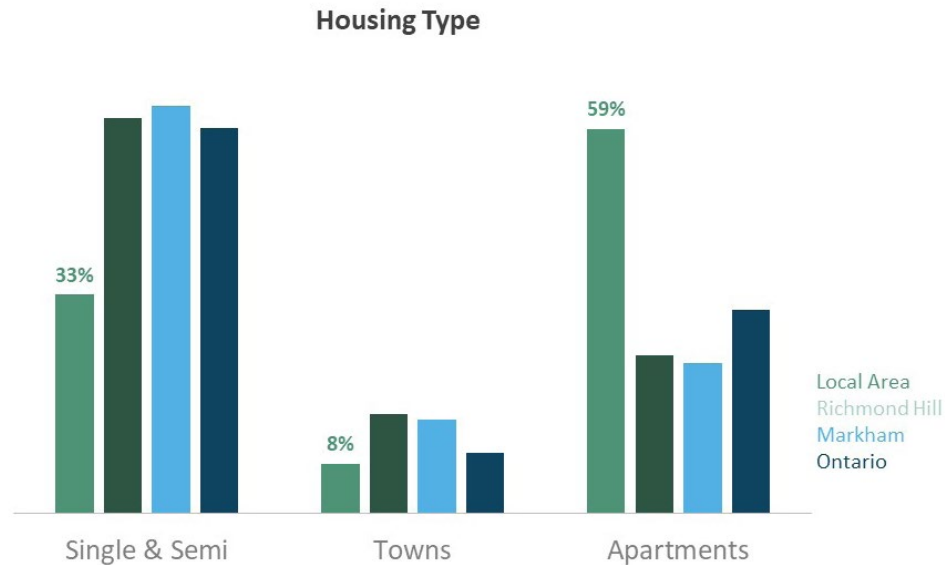
**Figure 13.** Age & Household Size, 2021.  
Source: Parcel based on 2021 Statistics Canada Census data

## Housing Profile (Tenure & Typology)

**Relative to Richmond Hill and Markham, there is a significant share of apartment housing in the Local Area. This coincides with a heightened degree of renter-households**

Less than 30% of the housing stock across Richmond Hill and Markham is comprised of apartment units. By comparison, a significant 60% of housing in the Local Area is apartment units, differentiating this area from its surroundings. In-line with the prominence of apartment units, a heightened 28% of residents in the Local Area currently rent their home.

The type and tenure of housing in the Local Area is consistent with the age and household size of those living in the area. It is likely the need for this form of housing will increase as housing prices continue to rise and the population of Richmond Hill continues to grow.

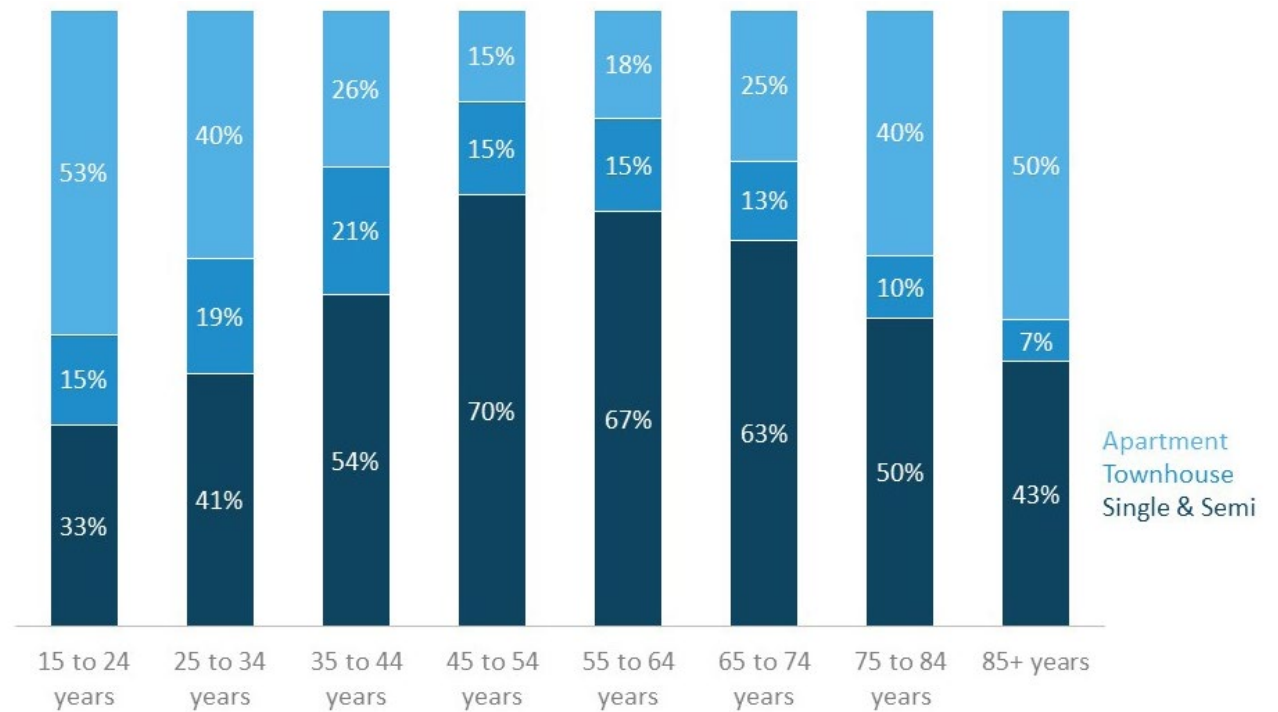


**Figure 14.** Housing Type & Tenure, 2021.  
Source: Parcel based on 2021 Statistics Canada Census data.

**Housing propensity changes with age, with people under 25 and over 75 having a higher propensity for apartment units.**

Demand for various types of housing is largely a function of age. As shown headship rates for single-and-semi-detached housing tends to peak around the 45 to 64 age cohort, before beginning to decline. There is a corresponding uptick in headship rates for apartment units.

As the population of Richmond Hill continues to age, there may be growing demand for medium and higher density housing types, formats which are already located in the Local Area today. This trend could be accelerated with the declining affordability of single-family homes.



**Figure 15.** Housing Propensity by Age, Richmond Hill. Source: Parcel based on 2021 Statistics Canada Census data.

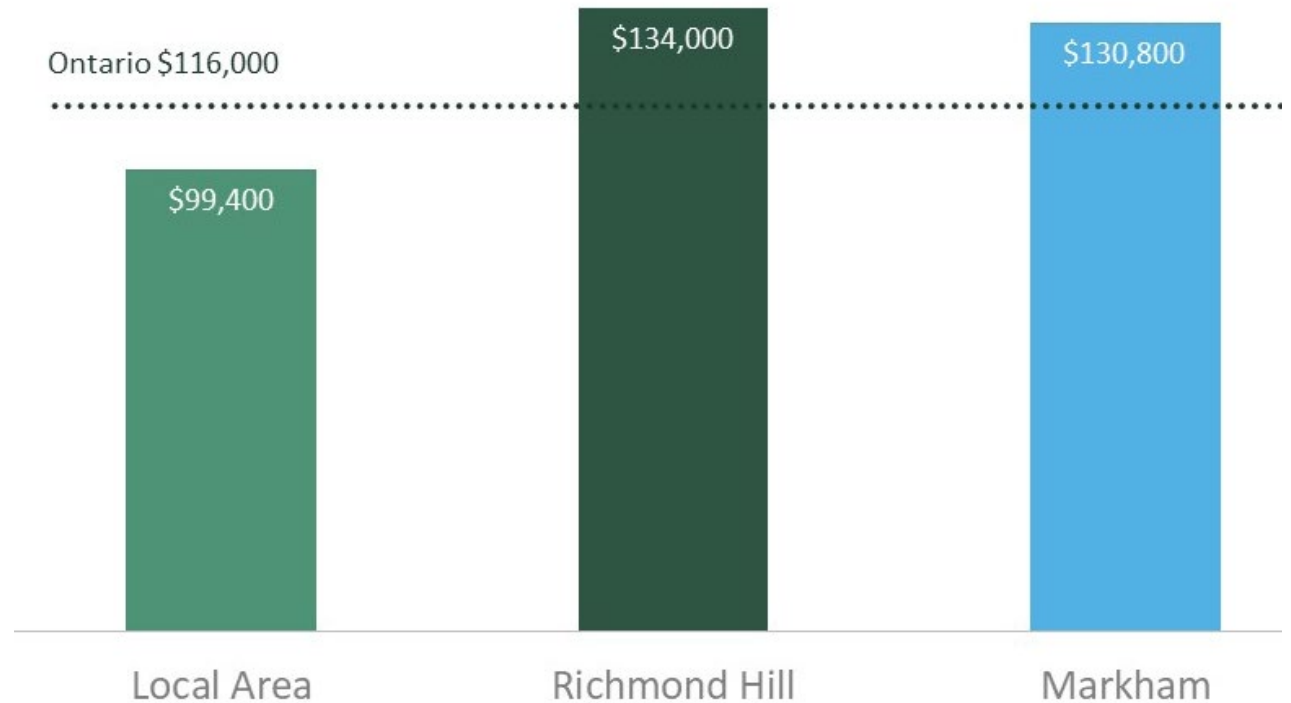
## Income Profile

### *The Average Household Income of the Local Area is below Richmond Hill, Markham & Ontario.*

The average household income of the Local Area is nearly 17% below the Province, at \$99,400. It tracks a significant 34% below the average household income of Richmond Hill.

Smaller household sizes and the format of housing in the area likely influences incomes across this area. Single-person households for example (i.e., one-person households) typically have a lower household income, simply because only one person is earning an income as opposed to 2 or more.

Household incomes are also likely to have an impact on the type and tenure of housing in demand in this area going forward, as those with lower incomes are typically less able to carry the cost of higher mortgage payments associated with ground-oriented homes.



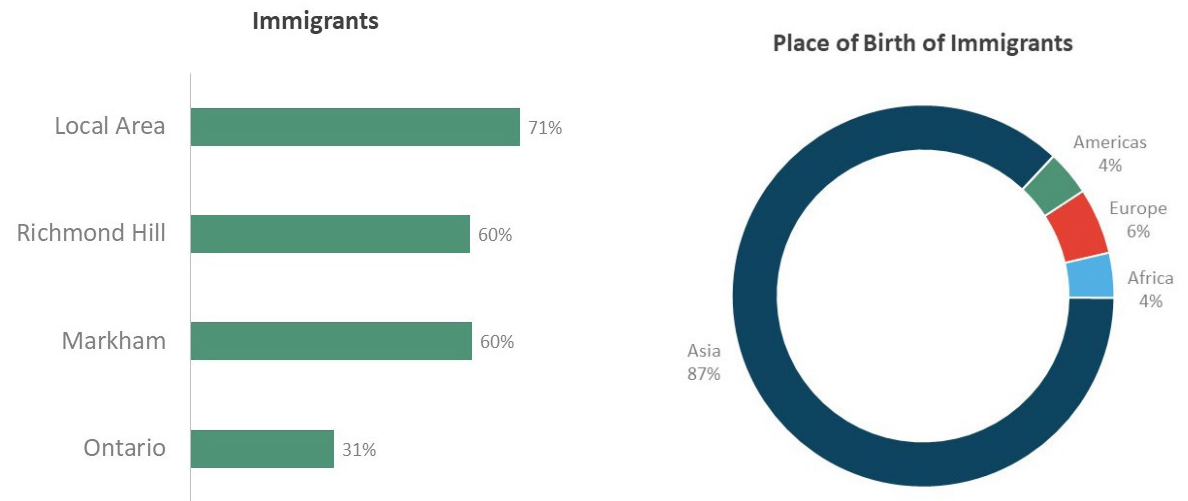
**Figure 16.** Average Household Income, 2020. Source: Parcel based on 2021 Statistics Canada Census data.

## Immigration Profile

**There is a large number of immigrants in the Local Area, the majority of which are from Asia.**

Immigrants represent 71% of the Local Area population, exceeding the share of immigrants across Richmond Hill and Markham. In-line with trends across Richmond Hill and Markham, the majority of immigrants to the Local Area are from Asia (mainly China & Hong Kong).

English is not the most common language spoken at home for those living in the Local Area. Rather, Sino-Tibetan languages (including Cantonese & Mandarin) are reported as the primary languages spoken at home, accounting for 42% of households in the Local Area. This exceeds the share of households that reported English as their primary home language.



**Figure 17.** Immigration Trends, 2021. Source: Parcel based on 2021 Statistics Canada Census data.

	Local Area	Richmond Hill	Markham	Ontario
English	41%	56%	53%	82%
French	0%	0%	0%	2%
Indo-European languages	12%	18%	8%	8%
<i>Iranian</i>	7%	10%	2%	1%
Sino-Tibetan languages	42%	21%	33%	4%
<i>Cantonese</i>	26%	10%	19%	1%
<i>Mandarin</i>	15%	11%	13%	2%
All Other	4%	5%	6%	5%

**Figure 18.** Primary Language Spoken at Home, 2021. Source: Parcel based on 2021 Statistics Canada Census data.

## Housing Development Trends

***New housing development has gradually included more apartments, but there is still a lack of new rental housing being built.***

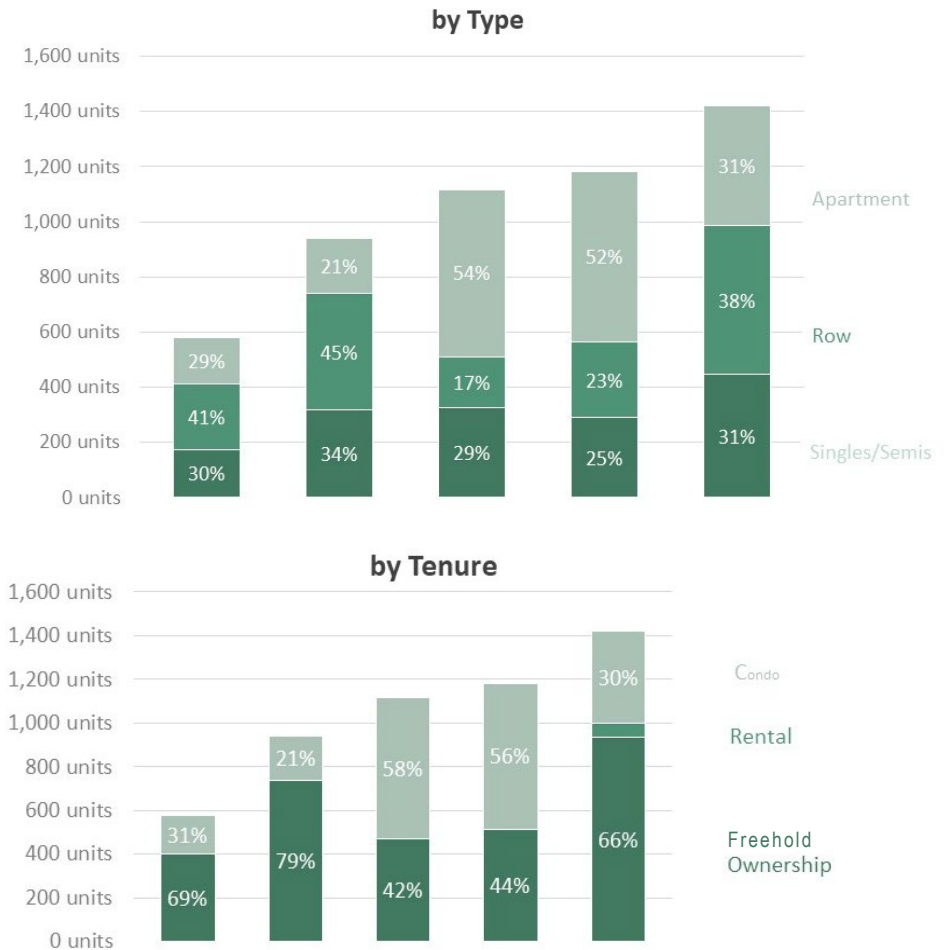
Likely influenced by increased housing prices, population growth, and a need for increased housing diversity, housing development in Richmond Hill has gradually included a greater share of rowhouses and apartment units. Despite diversity in the type of housing being built, there continues to be lack of new rental housing stock. In 2024, only 5% of new housing units completed were of rental tenure. This represented a high across new housing development in the city over the last 5-years.

While housing development has increased in recent years, it continues to track below historical trends despite accelerated population growth. As shown in [Figure 20](#), between 2015 and 2019, there was an average of nearly 1,350 housing units completed per year. Flash forward to 2020 to 2025, housing completions slowed to an average of approximately 1,050 housing units a year despite nearly twice as much growth in population.

Existing housing completions is insufficient to support the current and future population of the city. Medium and higher density housing formats, including those envisioned for EBC, will be necessary to keep pace with increased housing demand across Richmond Hill going forward.

**Figure 19.** Housing Completions & Population Growth. Source: Parcel based on CMHC housing data.

	Average Housing Completions	Population Change
2015 to 2019	1,342	5,886
2020 to 2025	1,048	10,032



**Figure 20.** Annual Housing Completions in Richmond Hill by Type & Tenure. Source: Parcel based on CMHC housing data.

## Current Employment

Currently, there are approximately 4,030 persons in the Local Area’s labour force. Figure 11 shows the breakdown of the labour force, by industry, across the Local Area and the City of Richmond Hill

Figure 11

The composition of the Local Area’s labour force is similar to the city, with residents employed across a diverse range of industries. Like the rest of the city, industries engaged in professional, scientific and technical services, health care and social assistance and retail trade represent the largest share of the Local Area’s workforce.

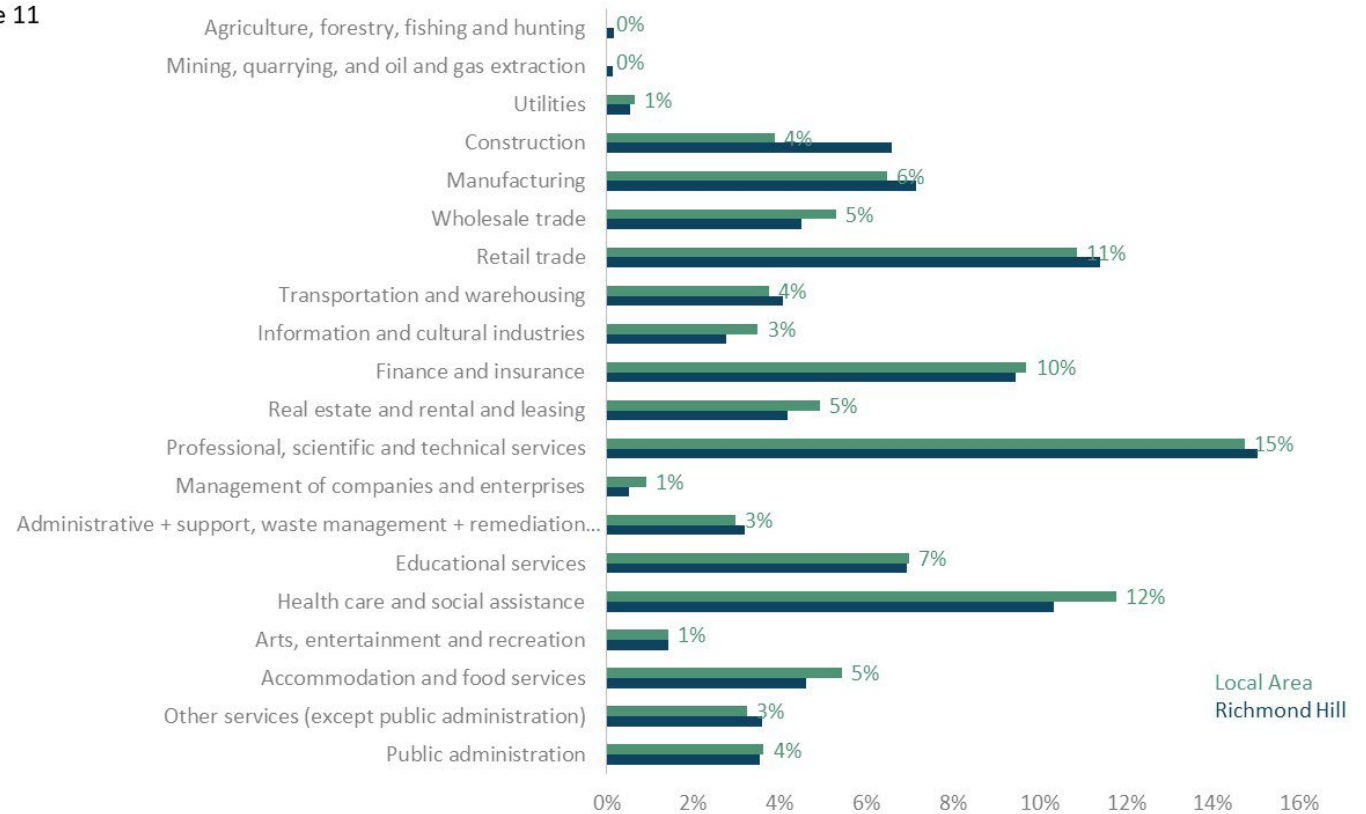


Figure 21. Labour Force, Local Area & Richmond Hill. Source: Parcel based on 2021 Statistics Canada

## Commuting Profile

Parcel compared the Local Area’s labour force (i.e., where residents of the Local Area work) to existing jobs, or the economic base, of the Local Area. Based on this review, it appears that the Local Area has a net export of over 2,000 jobs. Put another way, this means that many residents of the Local Area leave the area for work.

Figure 21 provides a separate examination of where both the Local Area’s and city’s labour force commute for work, validating that a significant share of residents with a usual place of work, commute outside the city for work. At the time of 2021 Census, only 24% of people living in the Local Area with a usual place of work, worked in Richmond Hill. By comparison, some 38% of individuals with a usual place of work commuted elsewhere in York Region, while some 37% of the Local Area’s population were found to work outside York Region entirely (e.g., including Toronto, other portions of the Greater Toronto Area etc.).

Recognizing the uptick in work from home trends in 2021, Parcel also examined commuting patterns for Local Area residents as of the 2016 census. Based on this review, it was found that prior to the pandemic just 20% of people from the Local Area with a usual place of work were found to have worked in Richmond Hill.

Recognizing the existing composition of the labour force in the Local Area and Richmond Hill today, it is unlikely that the Local Area will evolve with a significant supply of new standalone employment-generating uses going forward. While there may be some opportunity to capture

residents who currently commute outside the city for work, existing trends validate opportunities for enhanced residential development in the area, particularly given the proximity of the Local Area and city to other employment hubs across other portions of the Greater Toronto Area, including Toronto.

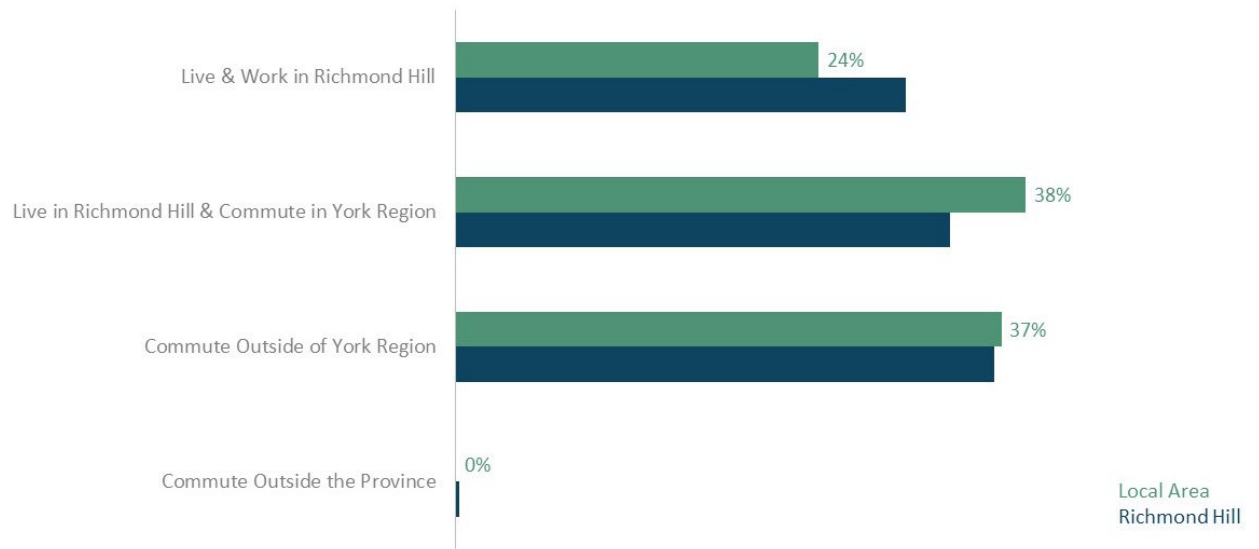


Figure 22. Commuting Flows for Residents, 2021. Source: Parcel based on 2021 Statistics Canada.

## Forecasts

### *Note on Forecasts*

#### **Watson Forecasts**

The population and employment forecasts detailed below reflect forecasts prepared by Watson and Associates Ltd. (“Watson”) for the City of Richmond Hill in 2021 as part of several parallel studies being undertaken by the municipality. These long-term forecasts were derived from the draft forecast allocations for Richmond Hill prepared by York Region through its Municipal Comprehensive Review (“MCR”), with a few variations. The forecasts reflect the full development potential (i.e., population, housing, and employment) of all Built-Up Area and Designated Greenfield Area lands, including opportunities through intensification.

The growth potential for EBC—and other Growth Centre Study Areas—was informed by the City’s Key Directions Report (2022), which identified Growth Centre Study Areas as areas where changes to the Official Plan are proposed.

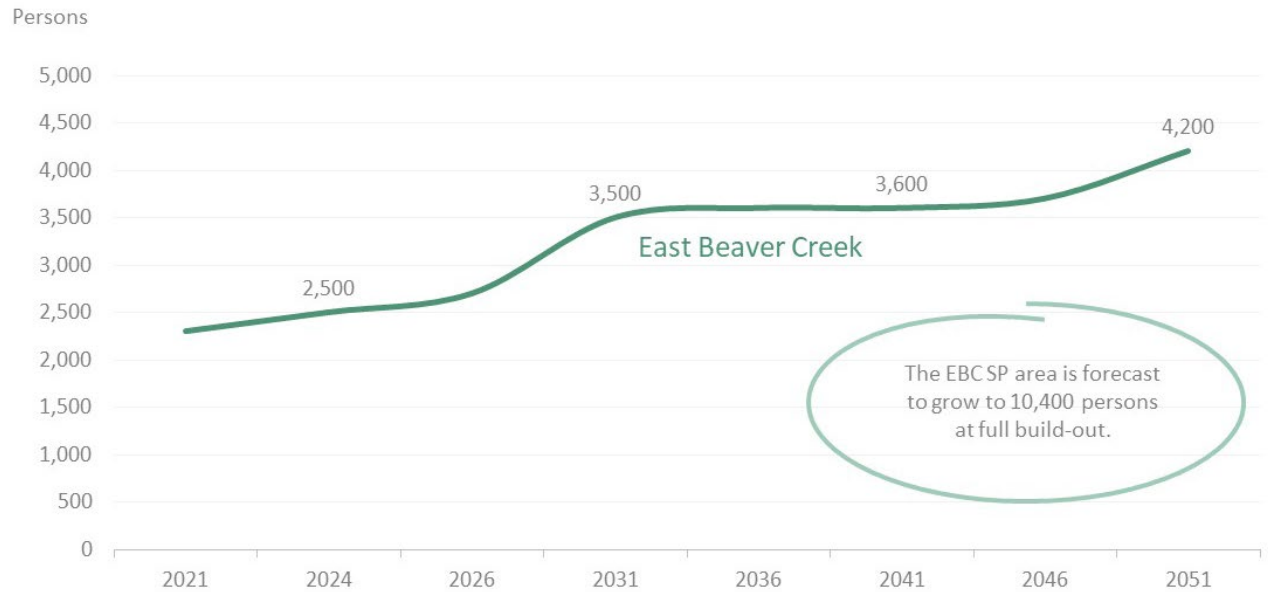
#### **New Forecasts to be Developed**

The Watson forecasts below represent the most recent forecasts for EBC at the outset of the secondary plan study. Through the secondary plan study, new population and employment forecasts will be prepared (in Phase 2C), which will reflect new assumptions and the updated vision for the Centre. It is normal for population and employment forecasting to require some ongoing reconciliation between “top-down” region-wide projections and “bottom-up” local forecasts that are sensitive to unique characteristics of an area like EBC.

*Population Forecast*

The population of EBC is anticipated to grow at an accelerated rate in the near-term, similar to population growth through the city over this period. This growth is largely (94%) tied to population growth affiliated with higher-density development anticipated in Traffic Zone TZ 1423.

Currently, EBC hosts 1.0% of the city’s current population and is anticipated to accommodate 2.3% of the city’s population at full build-out. This is largely tied to development over the forecast period to 2031, where the population of EBC is forecast to grow at a faster rate than the city.



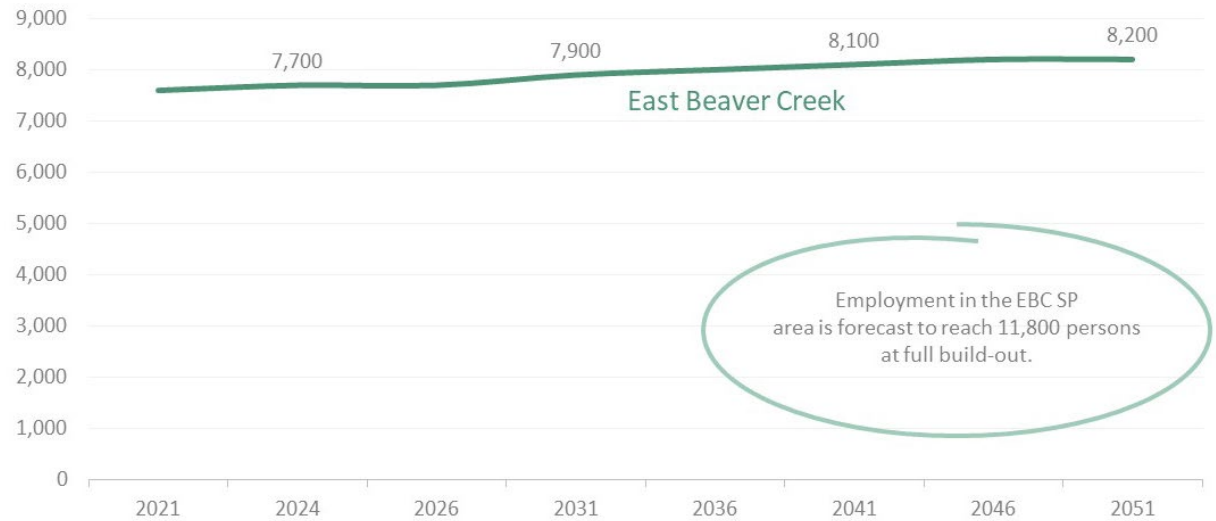
	2021	2024	2031	2041	2051	Build-Out
<b>East Beaver Creek (TZ 1419 &amp; 1423)</b>	<b>2,300</b>	<b>2,500</b>	<b>3,500</b>	<b>3,600</b>	<b>4,200</b>	<b>10,400</b>
Average Annual Growth	67	143	10	60		
Average Annual Growth Rate	2.9%	5.7%	0.3%	1.7%		
<b>City of Richmond Hill</b>	<b>210,000</b>	<b>219,100</b>	<b>253,100</b>	<b>286,900</b>	<b>317,100</b>	<b>451,000</b>
Average Annual Growth	3,033	4,857	3,380	3,020		
Average Annual Growth Rate	1.4%	2.2%	1.3%	1.1%		

**Figure 23.** Annual Population Growth Rate, 2021 to Build-Out. Source: Parcel based on City of Richmond Hill 2021 Growth Analysis by Traffic Zone, prepared by Watson and Associates Ltd. Rounded to the nearest 100 residents.

*Employment Forecast*

Figure 24 shows that the population of EBC is anticipated to grow at an accelerated rate in the near-term, owing largely to heightened residential development forecast for this area.

The evolving nature of this area means that the opposite dynamic is true for employment growth when comparing the EBC SP area to the city as a whole. Figure 24 shows that employment in the EBC SP area is anticipated to grow at a significantly slower rate than Richmond Hill overall, particularly over the longer term to 2051.



	2021	2024	2031	2041	2051	Build-Out
<b>East Beaver Creek (TZ 1419 &amp; 1423)</b>	<b>7,600</b>	<b>7,700</b>	<b>7,900</b>	<b>8,100</b>	<b>8,200</b>	<b>11,800</b>
Average Annual Growth	33	29	20	10		
Average Annual Growth Rate	0.4%	0.4%	0.3%	0.1%		
<b>City of Richmond Hill</b>	<b>85,900</b>	<b>89,400</b>	<b>97,400</b>	<b>109,900</b>	<b>122,500</b>	<b>172,200</b>
Average Annual Growth	1,167	1,143	1,250	1,260		
Average Annual Growth Rate	1.4%	1.3%	1.3%	1.1%		

Figure 24. Annual Employment Growth Rate, 2021 to Build-Out ; Parcel based on City of Richmond Hill 2021 Growth Analysis by Traffic Zone, prepared by Watson and Associates Ltd. Includes work from home. Rounded to the nearest 100 residents

## Parks & Public Realm

The overall existing public realm is not conducive to supporting an inviting walkable environment. The streetscape is utilitarian, with minimal and narrow sidewalks, and few pedestrian amenities. Some street trees are small in size and show signs of poor health, suggesting sub-optimal growing conditions.

No publicly accessible open spaces or public parks exist in EBC. Existing green spaces comprise of landscape setbacks abutting parking lots, open buffer area along Highway 404, and a stormwater pond on city owned parcel.

The closest existing public open space to the area is a small playground (Vanhorn Park), one kilometre away and across Highway 7 in Markham.



**Image 10.** Overall existing public realm

## Community Services & Facilities

This Community Services and Facilities (CS&F) assessment examines the existing community infrastructure available in and around EBC within the City of Richmond Hill. As the area transitions over time from a primarily employment-focused district to a vibrant, mixed-use urban centre, access to a full range of community services such as schools, licensed child care, libraries, recreation centres, and other public indoor facilities will be critical to supporting a complete and inclusive community.

At this stage, the CS&F review provides a baseline snapshot of existing services and capacity within and near EBC, identifying the current level of service and any notable gaps or accessibility considerations. As the Secondary Plan progresses, this information will be refined and used to determine future infrastructure requirements to support the vision and population growth anticipated.

The complete CS&F assessment can be found in Appendix 2.

### Influence Zone

The CS&F assessment considers both EBC and a surrounding walkshed. For this study, we have used 10- and 20-minute walksheds as the influence zone, which generally equates to about 800 metres to 1.6 kilometres, depending on age, ability, and barriers such as major roads. This 20-minute walkshed is widely considered the maximum walkable range for everyday services like schools, child care, libraries, and community

centres; the kinds of amenities needed close to home to help residents meet daily needs. Ensuring that CS&F are located within a comfortable walking distance supports equity, health, and inclusion, and aligns with York Region's and Richmond Hill's goals for creating complete communities where people of all ages can live actively without needing to rely on a car for basic services.

### Summary of Findings and Gap Analysis

The assessment confirms that EBC will require significant new and expanded community services and facilities, or other creative solutions to improve access, to support its transformation into a complete, mixed-use neighbourhood. Depending on the final land use scenario, EBC could accommodate approximately 8,000–20,000 new residents, generating substantial new demand for schools, child care, libraries, and recreation amenities.

#### Schools

- There are no schools currently located within the EBC boundary, as the area has historically been an employment district.
- Nearby elementary schools, such as Doncrest PS, Adrienne Clarkson PS, Christ the King CES, and Buttonville PS, are already at or near capacity, as confirmed by the York Region District School Board 2018–2022 Capital Strategy and direct engagement with the public

and Catholic Boards.

- Growth in EBC as well as nearby intensification areas, will generate demand for new elementary school sites and/or expansions. The locations of future school sites, whether inside or outside EBC, are to be planned in collaboration with the school boards.
- Planning for school bus transportation in an urban neighbourhood should be considered.

#### Licensed Child Care

- The Canada-wide Early Learning and Child Care plan for Ontario targets one (1) affordable licensed space per 2.7 children under age 5.
- The current local supply, including Bayview Elite Learning Centre, Safari Kid, and nearby school-based centres, provides some capacity within the influence zone.

#### Community and Recreational Facilities

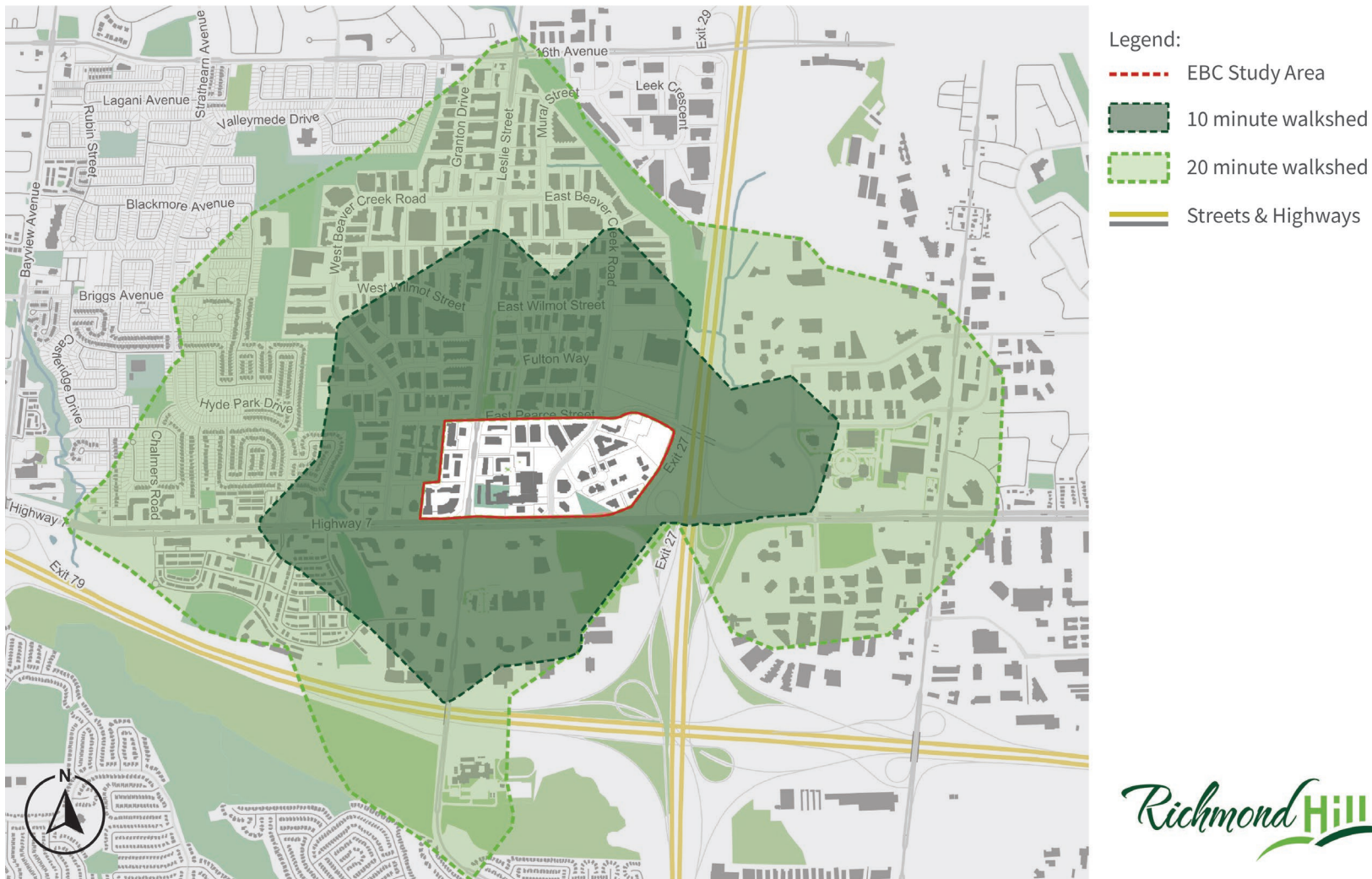
- EBC currently has no public community centre or indoor recreation within its boundary. The closest facilities are outside the influence zone for most households.
- While the Parkway Fitness & Racquet Club provides a private option, it does not replace the need for inclusive, publicly-accessible spaces.

#### Public Library

- No Richmond Hill Public Library (RHPL) branch exists within EBC or its immediate area. The nearest RHPL branch is 5 kilometres away; the Thornhill Community Library (Markham Public Library) is 2.8 kilometres southeast.

- To serve EBC’s future population, approximately 560–1,110 square metres of new library space would be needed, ideally co-located with other community services.

**Figure 25.** A map of the East Beaver Creek Secondary Plan study area and surround 10- and 20-minute walksheds, which collectively form the influence zone.



## Transportation

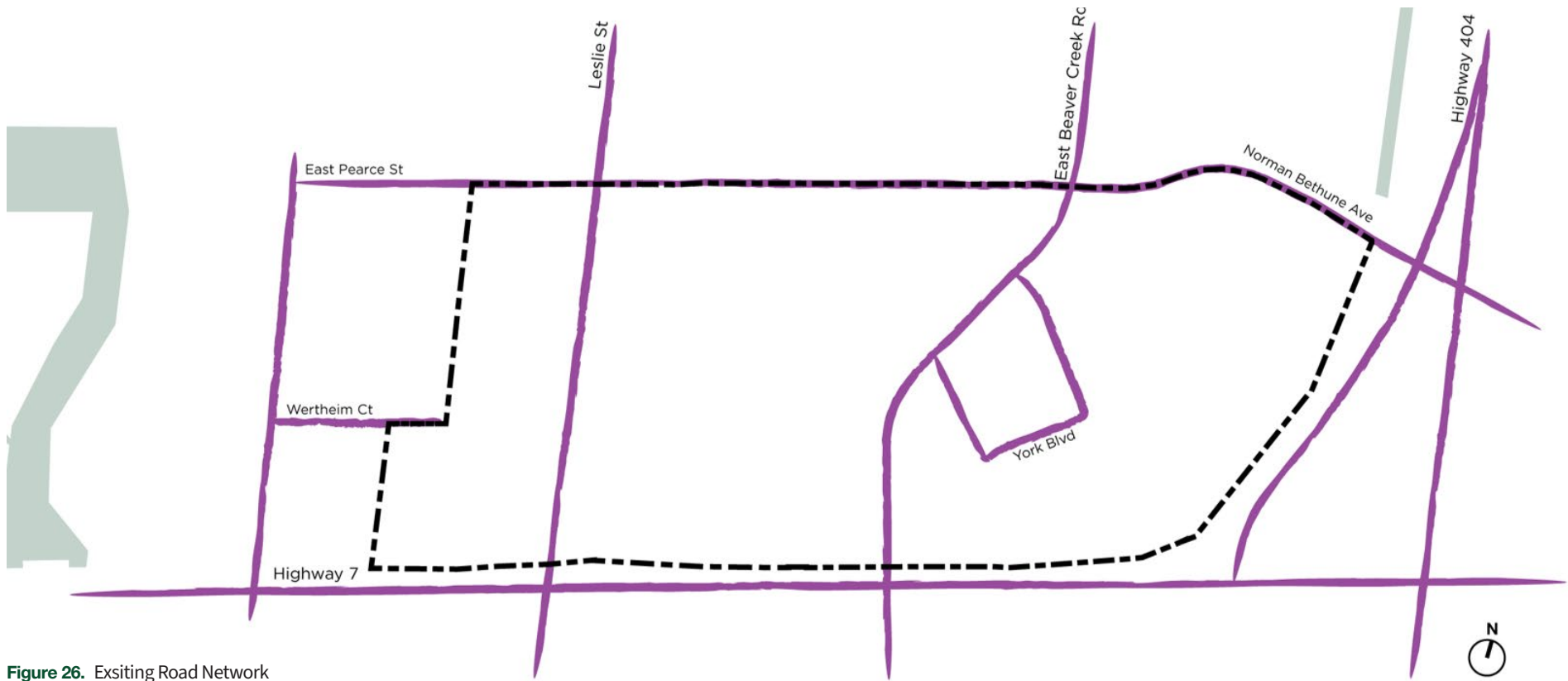


Figure 26. Existing Road Network

### Road Network

The existing road network within and around EBC comprises mostly of collector roads under the City's jurisdiction and arterial roads under York Region. In addition, Highway 404 is located east of the area, operated under jurisdiction of the Ministry of Transportation Ontario (MTO). Consultation with these external agencies will be required in developing the street network for the Secondary Plan.

Regional roadways in EBC include:

- Highway 7: Arterial road with existing right-of-way (ROW) width of approx. 52 metres, consisting of 6 typical vehicular travel lanes: 3 in each direction. It also contains 2 dedicated bus rapid transit lanes: 1 in each direction.
- Leslie Street: Arterial road with existing ROW width of approx. 42m, consisting of 4 vehicular travel lanes: 2 in each direction, plus a two-way centre left turn lane.

City roadways in the area include:

- East Beaver Creek Road: A collector road with an existing ROW width of approx. 28m, generally consisting of 4 vehicular travel lanes: 2 in each direction.
- West and East Pearce Street: Collector roads with an existing ROW width of approx. 23m, each with 2 vehicular travel lanes: 1 in each direction.

- Norman Bethune Avenue: A collector road with an existing ROW width of approx. 31m, consisting of 4 vehicular travel lanes: 2 in each direction, plus a two-way centre left turn lane.
- Wertheim Court: A local road with an existing ROW width of approx. 20m, consisting of 2 vehicular travel lanes: 1 in each direction.
- York Boulevard: A local road with an existing ROW width of approx. 21m, consisting of 2 vehicular travel lanes: 1 in each direction.

## Cycling and Active Transportation Network

EBC is situated along several existing cycling and active transportation facilities, including infrastructure along Regional roads maintained by York Region.

Notably, the Lake-to-Lake Cycling Route and Walking Trail, a York Region initiative connecting Lake Simcoe to Lake Ontario, includes a multi-use path on Leslie Street within EBC.

Additional cycling facilities in the area include:

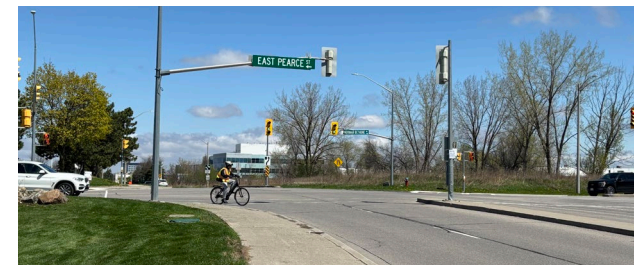
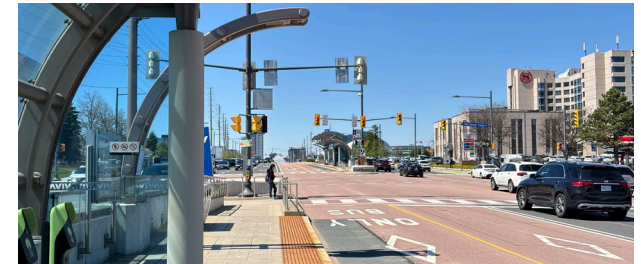
- Highway 7: Painted bike lanes with a width of approx. 1.4m (plus buffer) in each direction.
- West and East Pearce Street: Painted bike lanes with a width of approx. 1.4m in each direction.
- Norman Bethune Avenue: Painted bike lane with a width of approx. 1.5m in each direction.

## Transit

Public transit within and around EBC is primarily served by York Region Transit (YRT), which operates rapid buses under the VIVA brand, as well as other local routes. These services connect Richmond Hill with surrounding municipalities across the Region.

A key service is VIVA Purple, which runs along Highway 7 and provides a transit headway of approx. 15 minutes during peak periods. The route has stops on Leslie Street and East Beaver Creek Road, which form the key rapid transit access points for EBC. VIVA Purple connects to Richmond Hill Centre Terminal, providing access to:

- VIVA Blue service on Yonge Street;
- GO transit at Langstaff GO Station; and
- The future Yonge North Subway Extension led by Metrolinx.



**Image 11.** (top to bottom) Highway 7, Leslie Street, East Pearce Street, East Beaver Creek.

## Servicing

The existing water, wastewater, and stormwater infrastructure servicing EBC consists of a mixture of ownerships including Richmond Hill, York Region and private property. Due to the age of the developments within EBC, there is limited information available as to the existing capacity and condition of the systems that are located on private property.

For the publicly owned infrastructure, through the City-wide computer models it has been found that the capacities of the water, wastewater and stormwater infrastructure systems vary.

## Water

For the water system, the computer modelling undertaken to date does not identify any deficiencies within the City system but has identified that there may be some private properties within EBC with insufficient fire flows.

## Wastewater

For the wastewater system, the City-wide modelling identified upgrades that would be required within EBC and adjacent to EBC to accommodate the future growth proposed at the time of the model development. Through the modelling exercise, issues with the downstream outlet of the sanitary system were also identified. The outlet for the sanitary system that services this area connects first to a Regional sewer pipe and then to Markham's sanitary system east of Highway 404. The capacity for additional flows into this downstream system is unknown.

## Stormwater

With respect to the stormwater system, the City recently retrofitted Beaver Creek Pond (SWMF 28-1) to optimize its performance within the available storm pond block. Image 15 illustrates SWMF 28-1 in EBC. However, to permit any new additional roads and increased development to occur within the development area, this storm pond will need to be expanded to meet current Provincial criteria as part of an overall stormwater management strategy for EBC. With respect to the storm sewer system, the existing modelling is currently being updated to reflect the existing on-site controls.



Image 12. SWMF 28-1 in EBC

## Environment

To develop an understanding of the hydrogeologic setting for EBC, a comprehensive background review of EBC was completed using open-source and publicly available documents (such as Ontario Geological Survey mapping, source protection plans, TRCA web mapping tools, etc.) as well as various environmental reports from development and infrastructure works.

Detailed reporting and references are available in Appendix 3.

### Environmental Conditions

#### *Topography and Drainage*

EBC's natural topography has been modified through prior development. West of East Beaver Creek Road, ground elevations slope northeast from a high of approximately 204 masl (metres above sea level). East of the road, grades slope gently from a high of 205 masl in the northeast to about 189 masl in the south/southwest. The EBCSP area is located within the German Mills Creek sub-watershed of the Don River watershed, and the Beaver Creek sub-watershed of the Rouge River watershed. At a regional scale, groundwater flows from the topographic highs associated with the Oak Ridges Moraine in the north to Lake Ontario in the south. Shallow groundwater flow within the watershed is generally to the southeast. One stormwater management (SWM) pond is located along the southern boundary of EBC.

#### *Physiography and Surficial Geology*

EBC is within the Peel Plain physiographic region. The overburden is low-permeability clayey silt till (Halton Till) over bedrock of the Georgian Bay Formation. Seven hydrostratigraphic units are present, including the Halton Till Aquitard, Oak Ridges Aquifer Complex, Newmarket Till Aquitard, Thorncliffe Aquifer, Sunnybrook Aquitard, Scarborough Aquifer, and Upper Bedrock Aquitard. Although the Halton Till generally limits groundwater movement, water-bearing seams of silt and sand occur within the till and may influence construction dewatering requirements.

#### *Groundwater Conditions*

Depth to the water table is generally less than 5 mbgs (metres below ground surface). While the Halton Till provides a protective barrier to underlying aquifers, perched groundwater may occur where sand or gravel seams are present. Historical groundwater quality testing showed elevated iron (2010), as well as elevated manganese, cobalt, phenols, and copper (2018).

#### *Natural Heritage Features*

EBC itself contains no woodlots or wetlands. The nearest woodlot is approximately 200 metres south, and the nearest wetland is 550 metres west. No species at risk (SAR) have been identified within EBC; however, SAR (including endangered bats and monarch butterflies) have been documented to the west.

### Source Protection

EBC lies within the Credit Valley–Toronto and Region–Central Lake Ontario (CTC) Source Protection Region and is under TRCA jurisdiction. Much of EBC, except the west and southwest portions, is designated as a Highly Vulnerable Aquifer (HVA). EBC is not located within a wellhead protection area (WHPA) or an intake protection zone (IPZ). Development within the HVA will require protective measures such as a Salt Management Plan and best management practices for potential contaminant-handling activities.

### Environmental Concerns, Data Gaps, and Potential Constraints

EBC is well-suited for infill or intensification, as it is already developed and lies outside designated environmental protection zones (e.g., Greenbelt, Oak Ridges Moraine, significant natural heritage). Key considerations include:

**Data Gaps** – This assessment is based on desktop review only; in-field investigations are recommended to confirm SAR presence, particularly around the SWM pond.

**Contamination Risk** – Where a change in land use is proposed to a more sensitive designation, such as from commercial to residential or parkland, a Record of Site Condition (RSC) is typically required under Ontario Regulation 153/04. An existing gas station is a potential contaminating activity (PCA) and a Phase I Environmental Site Assessment

(ESA) is recommended. There is an existing gas station located within the study area at 255 East Beaver Creek Road (NW Corner of Highway 7 and East Beaver Creek Road).

Source Protection Compliance – Commercial or industrial uses involving high-risk materials must incorporate appropriate mitigation measures in accordance with CTC Source Protection Plan requirements.

Groundwater and Dewatering – While low-permeability soils may reduce the need for significant dewatering, perched groundwater in sand/silt seams could increase inflows during excavation. Temporary construction dewatering may require a permit (EASR) from the Ministry of the Environment, Conservation and Parks (MECP), and discharge permits may be required from the City, York Region or TRCA. The permissibility of permanent dewatering must be confirmed with the City of Richmond Hill.

Existing Monitoring Wells – Known wells should be located and decommissioned if no longer in use, in accordance with provincial regulations.

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# 4.0 OPPORTUNITIES & CHALLENGES

# OPPORTUNITIES AND CHALLENGES

## Opportunities

<b><i>Existing Mix of Land Uses</i></b>	A mix of land uses, including residential, civic, office, light industry, retail, hotels, and service commercial spaces, already exists in the area. Non-residential uses can be difficult to attract, so the longstanding establishment of commercial and industrial uses in EBC is an advantage.
<b><i>Closure of Buttonville Airport</i></b>	The closure of Buttonville Airport removes restrictions on building height (due to flight paths) that previously limited development potential in EBC.
<b><i>Unique Adjacencies</i></b>	EBC is unique among Richmond Hill's centres in that it does not abut any low-rise residential neighbourhoods. This provides greater flexibility for development, as RHOP policies do not require transitions of building height and density to employment areas.
<b><i>Diverse Commercial Businesses</i></b>	EBC is home to a host of diverse commercial businesses that are widely used by the community. These businesses serve the surrounding employment area, current residents and visitors, and add to the identity of the neighbourhood.
<b><i>Infill Development</i></b>	The presence of large surface parking lots offers short- and medium-term redevelopment opportunities without displacing current uses.
<b><i>Acquire New Parkland and Public Streets</i></b>	Redevelopment provides an opportunity for the City to acquire the land needed parkland and public streets that will benefit existing and future residents of EBC.
<b><i>Housing Options</i></b>	The secondary plan can encourage a mix of building types and heights resulting in diverse housing options.
<b><i>Vibrant Frontages and Public Realm</i></b>	The secondary plan can break up large blocks with new mobility connections, frontages that create a positive relationship to streets and public spaces, and a well-designed public realm supports vibrant public life.
<b><i>Improve Land Use Compatibility</i></b>	There is an opportunity to improve land use compatibility between nearby employment uses and sensitive uses through appropriate land use and design strategies.

## Challenges

<b>Site-specific Issues</b>	Site-specific issues, such as grading, soil and groundwater conditions, and multiple land ownerships, may complicate redevelopment.
<b>Shared Responsibility for Infrastructure</b>	Responsibility for planning, delivering, and maintaining transportation and servicing infrastructure in EBC is overlapping or shared between the City of Richmond Hill and other municipalities. This is typical. The City will coordinate and collaborate with other municipalities as the study progresses to address any challenges.
<b>Interim Conditions</b>	New streets, connections, and parkland will be delivered as parcels redevelop. This could result in disjointed public realm in interim conditions.
<b>Disconnection from Other Residential Areas</b>	EBC is disconnected from other residential areas, as it is bounded by employment areas and major transportation infrastructure on all sides. It does not have the benefit of relying on the community services and facilities of adjacent neighbourhoods, which means they must be provided locally or accessed by a public transit trip. While the essentials will be provided, the ability to provide and support a broader range of community services and facilities locally depends, to a degree, on the planned population density.
<b>Street Alignments</b>	<p>The alignments of new streets and connections could be impacted by the irregular parcel fabric and any existing buildings that are retained during redevelopment. This may result in streets that are not straight, as typically preferred.</p> <p>Further, the presence of a box culvert (servicing infrastructure) below the intersection of York Boulevard and East Beaver Creek Road would make any proposed realignment of York Boulevard impractical.</p>
<b>Evolving Policy Direction for Employment Areas</b>	The land use designation and associated policies for the parcels west of Leslie Street within the secondary plan study area must be carefully considered in the context of evolving Provincial policy direction regarding employment areas. There is a risk of destabilizing the employment uses within this block through conversions.
<b>Economic Challenges</b>	Development feasibility is challenged throughout Ontario in the current economic situation with non-residential uses and rental housing being particularly difficult to deliver.
<b>Auto-oriented Environments</b>	Supporting transportation modal shift to active transportation and public transit will be essential for EBC. The auto-oriented environments of much of the broader region will pose challenges to this goal and EBC will need to continue to accommodate cars for some time.

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# 5.0 VISION & GUIDING PRINCIPLES

# VISION & GUIDING PRINCIPLES

Conversations about the future of this community have been ongoing over many years. As part of the Official Plan Review, the City hosted a public workshop and online survey in 2021 to discuss how EBC could and should evolve in the future. This engagement culminated in a Key Directions Report, which was endorsed by Council in 2022 and offers a starting point for the secondary plan.

Since 2022, there have been major changes in the planning policy framework and the existing conditions of EBC (i.e. the decommissioning of Buttonville Airport). This study also dives deeper in its analysis of the area-specific context than previous work completed as part of the OP Review. In light of this, there is value in revisiting the early vision and key directions. The updated vision and guiding principles will be foundational to the secondary plan, guiding each step in its development.

## Council-endorsed Vision and Key Directions (2022)

### *Vision*

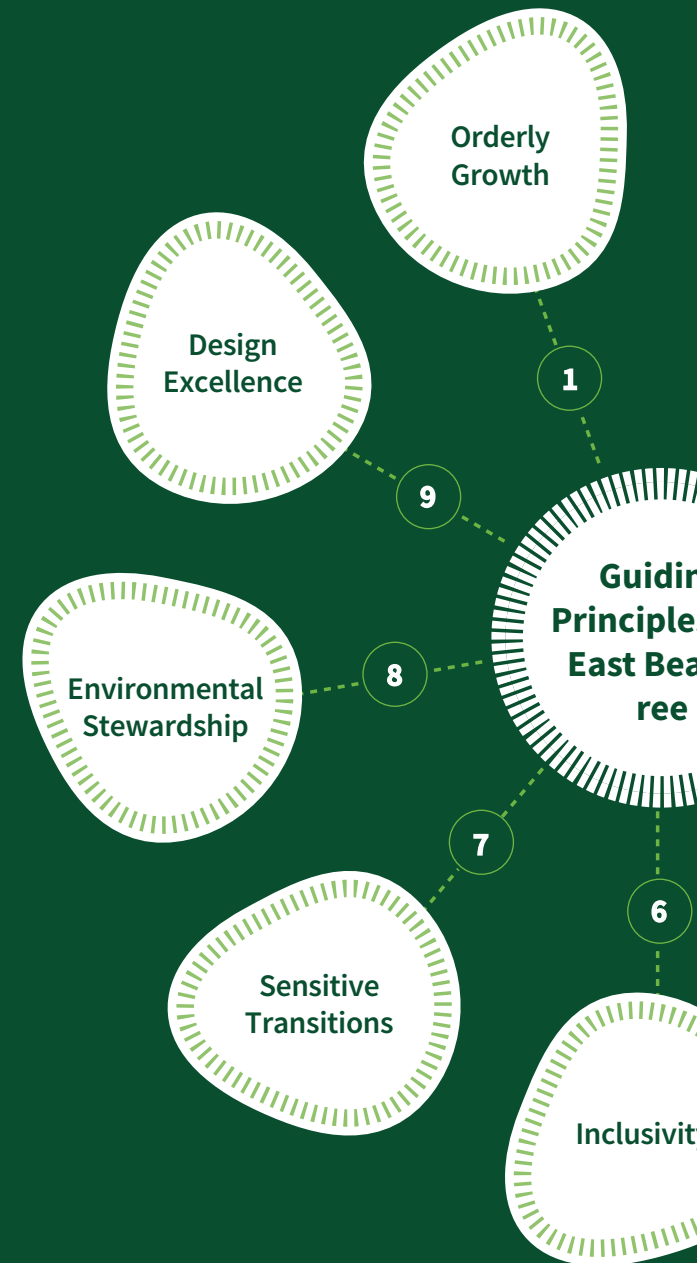
*East Beaver Creek and Highway 7 should be a gateway hub to service the broader employment area and area residents, which provides access to a variety of businesses and cultural elements, and is well supported by transit.*

### *Key Directions*

- *Redesignate the lands from Employment Area and Employment Corridor designations to a designation that supports a mix of uses with the area predominantly continuing to support employment uses.*
- *Provide a civic presence relative to the City's municipal administrative building with an open space facility.*
- *Provide amenities for existing and future residents and continue to provide services that support the broader employment area.*
- *Provide a gateway function at the southeast corner of the City. (overlap with GPA GP #4)*
- *Is compatible with the functioning Buttonville Airport and existing employment uses within and in the adjacent area.*

# UPDATED VISION

East Beaver Creek (EBC) will be **a complete community** where people enjoy a **high quality of life** and can meet their daily needs locally or through a **convenient transit trip**. The broad **mix of uses, diverse network of public spaces, and strong civic presence** will contribute to EBC's **unique identity**, complementing the surrounding area.



# GUIDING PRINCIPLES

## 1. Orderly Growth:

Ensure development is coordinated with the delivery of infrastructure and amenities needed to support residential density and community well-being.

## 2. Transportation Choice

Create a connected street grid, active transportation infrastructure, and direct access to rapid transit to provide choice in transportation routes and modes.

## 3. Balanced Uses

While introducing residential development, maintain the presence of non-residential uses for a vibrant local economy.

## 4. Civic Heart

Enhance the municipal offices with an adjacent public open space, creating a focal point for the community.

## 5. Gateway

Establish a gateway that marks the entrance to Richmond Hill and reinforces EBC's unique character.

## 6. Inclusivity

Foster a welcoming community through diverse housing options, support for local businesses, and universally accessible design.

## 7. Sensitive Transitions

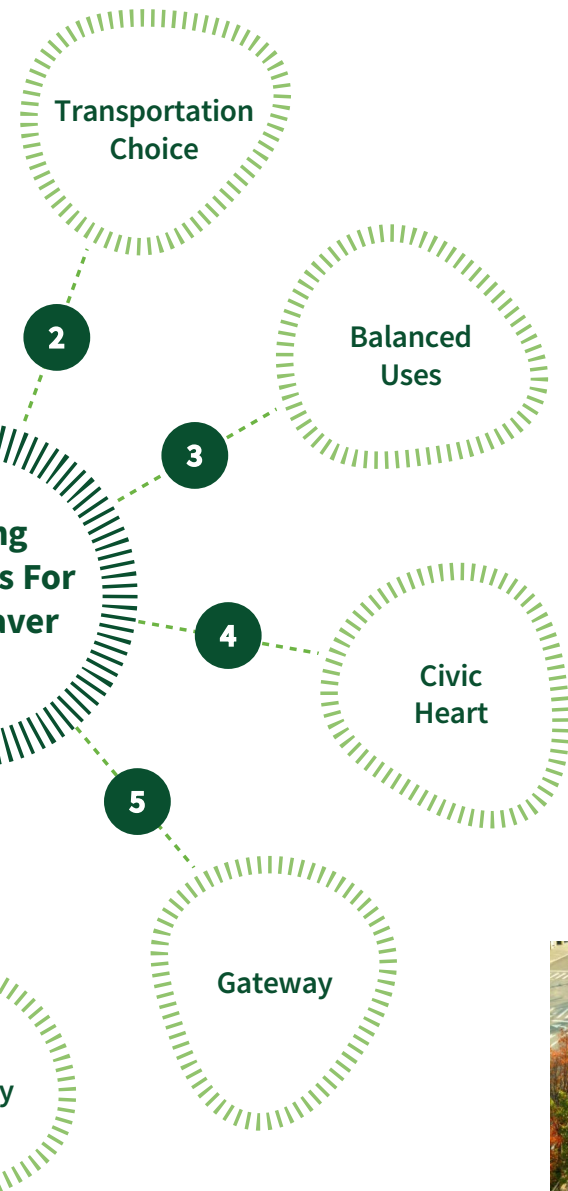
Create appropriate interfaces between different land uses, building types, and densities to ensure compatibility within and beyond the community.

## 8. Environmental Stewardship

Protect and enhance natural functions and promote sustainable development for a resilient community.

## 9. Design Excellence

Promote a high-quality built environment with interesting architecture, inviting streetscapes, and a strong sense of place.





# 6.0 DEVELOPMENT OPTIONS

# DEVELOPMENT OPTIONS

## Purpose

The project team created three Development Options, showing different ways the Vision and Guiding Principles for EBC could be achieved at full build out (2051 or beyond). The purpose of the Options is to catalyze discussion and critique with the public, interested and affected parties, and the multidisciplinary professionals. This process will generate insights that will feed into the development of a Preferred Development Concept in the next phase of work. The Concept may combine elements of the three Options as well as some new ideas. All three of the draft options shown satisfy the minimum prescribed density requirements for Major Transit Station Areas set out under the PPS, 2024.

## Process

All Options seek to achieve the Vision for EBC articulated in Section 5.0. Many of the Guiding Principles have also been incorporated, although some will be more fulsomely addressed through policy developed in later study phases. Findings from the background review, existing conditions analysis, and engagement with interested and affected parties has also shaped the Options in too many ways to mention. As an example, these are some of the inputs that influenced the proposed movement network, which is consistent across the Options:

- Provincial and municipal planning policies;
- City of Richmond Hill Transportation Master Plan;
- BRT service and station locations;
- Parcel ownership, locations of private drives / drive aisles, underground servicing infrastructure that cannot be easily moved;
- Industry best practices for block sizes;
- Guiding Principle #2 (Transportation Choice);
- Preliminary traffic analysis by the City's Transportation Staff; and
- Consultation with York Region.

The next phase of this study will begin with public discussion and technical analysis of the Options. The Vision and Guiding Principles will be incorporated, along with technical criteria contributed by each discipline involved in the study, into an Evaluation Matrix. The matrix will organize the study team's review of the Options and determine which elements of the Options are ultimately merged into the Preferred Development Option.

## Block Structure

The Block Structure is the foundation for a complete community. All other elements of the secondary plan will be organized upon this public realm network. The objective is to divide EBC into appropriately-sized development blocks and to create fine-grained, multi-modal permeability throughout EBC and connections to areas beyond. The following elements are held constant in all three Options explored:

### Streets and Blocks

The proposed Block Structure features a more expansive network of connections. These connections – which could be public or private streets, mid-block connections, pathways, or trails – become the foundation of a complete and walkable community. This fine-grained network of connections will improve mobility for pedestrians, cyclists, and vehicles. As a result of this tighter network, buildings should be positioned closer to the street, creating opportunities for active frontages and allowing public life to spill into the public realm.

### Parks and Open Spaces

To support a thriving and connected community in EBC, there is a need for a community park that provides opportunities for both active and passive recreation. A large park and a prominent civic space near the municipal offices could anchor public life in the area, while a series of smaller green spaces distributed throughout the neighbourhood would help foster a sense of place and strengthen social ties.

### Expanded Stormwater Facility

An expanded stormwater pond will support development in the area, roughly doubling the size of the current pond. The pond will be landscaped to be aesthetic, provided that the primary function of the infrastructure as stormwater management is protected. Public realm adjacent to the pond may allow residents to enjoy the naturalized environment of the pond without direct access which may compromise its function.

### Land Use West of Leslie Street

The areas west of Leslie Street will continue to be designated employment areas and have not been the subject of conversions. They are anticipated to continue serving their present role or intensifying for employment uses.

Note: The movement network (including alignments) shown is subject to change as policy development, consultation with the Region and landowners, and traffic and feasibility analyses progress.

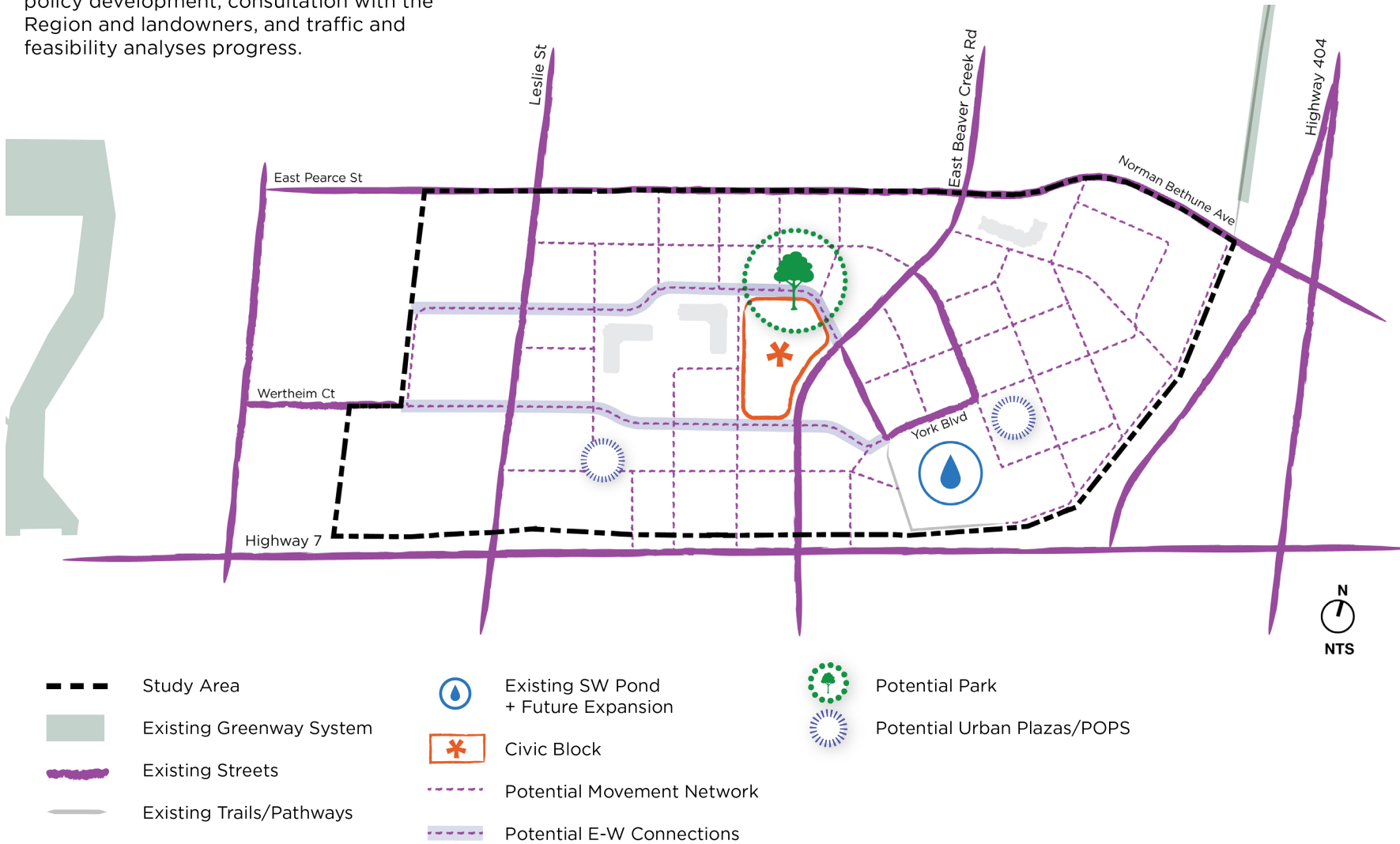
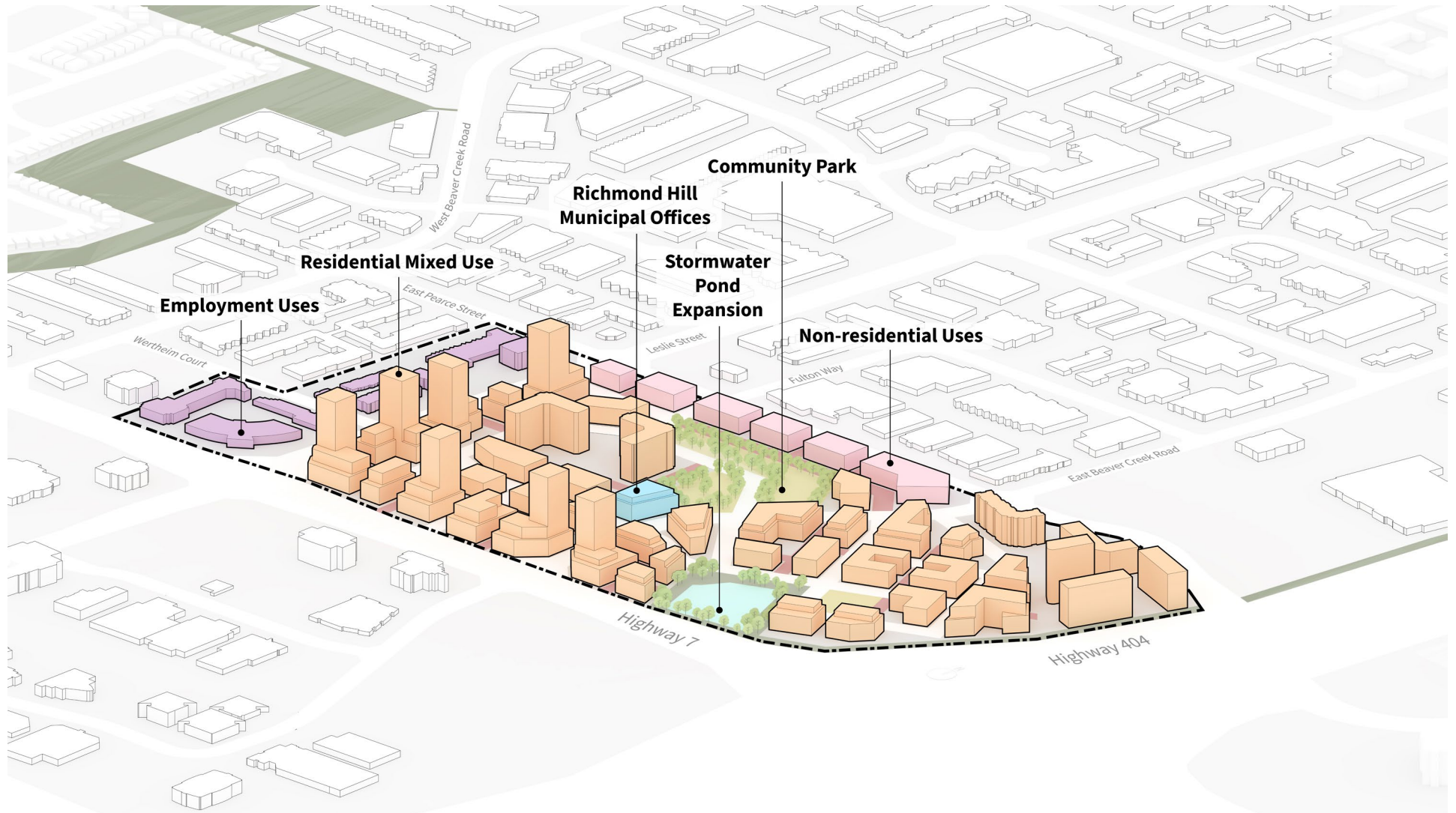


Figure 27. Block Structure for EBC

## Option 1: Lower Density

*Option 1 is the lowest density Option explored. Its intensity is similar to that of Richmond Hill's other Local Centres.*



**Figure 28.** 3D View - Option 1: Lower Density

### Approach to Land Use Compatibility

Non-residential uses along East Pearce Street are used as a buffer from existing employment uses to the north. Impacts on sensitive uses within the mixed-use areas are reduced due to increased distance and physical separation from the non-residential buildings.

### Distribution of Built Form Intensity

- Height and density are concentrated along Highway 7 and the east side of Leslie Street, providing more people convenient access to existing and planned future rapid transit. The tallest buildings are 25 storeys and located close to transit stations.
- Built form intensity decreases away from transit nodes. The low-rise (1-4 storeys) building are mostly within employment and non-residential areas, with the remaining buildings being mid-rise (5-8 storeys).

### Land Use Split

Due to the non-residential buffer area along East Pearce Street, Option 1 results in the most jobs and a land use split that is weighted heavier towards non-residential uses (16% non-residential and 84% residential) than any other Option. Lower population densities associated with Option 1 mean fewer community services and facilities and retail uses would be viable.

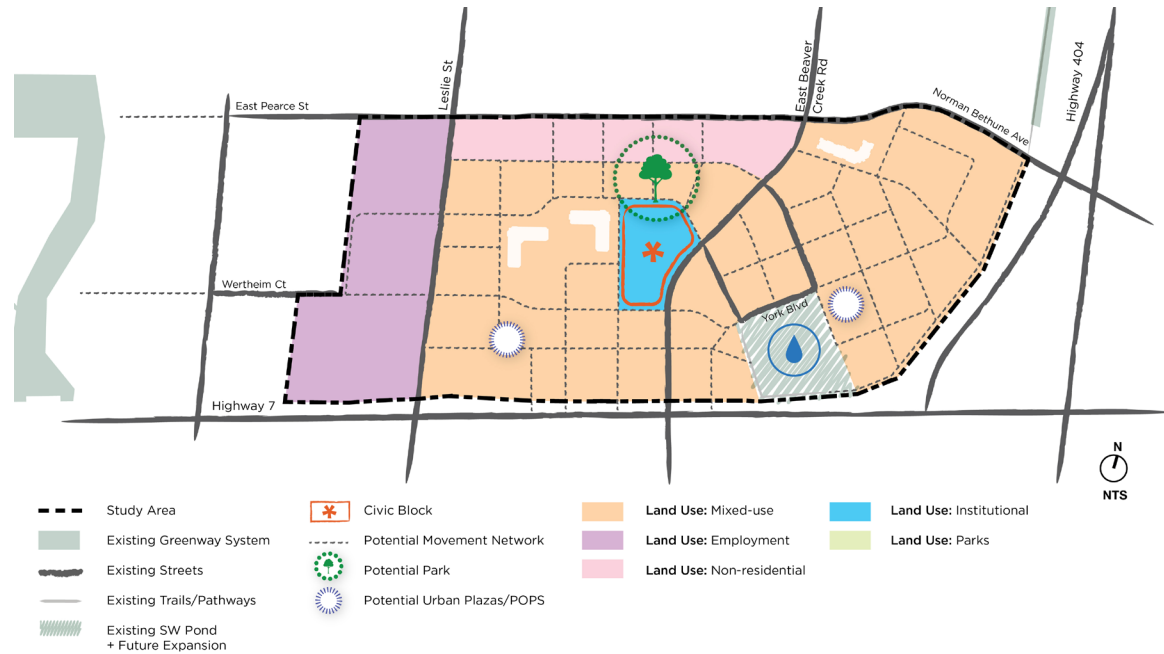


Figure 29. Land Use Option 1

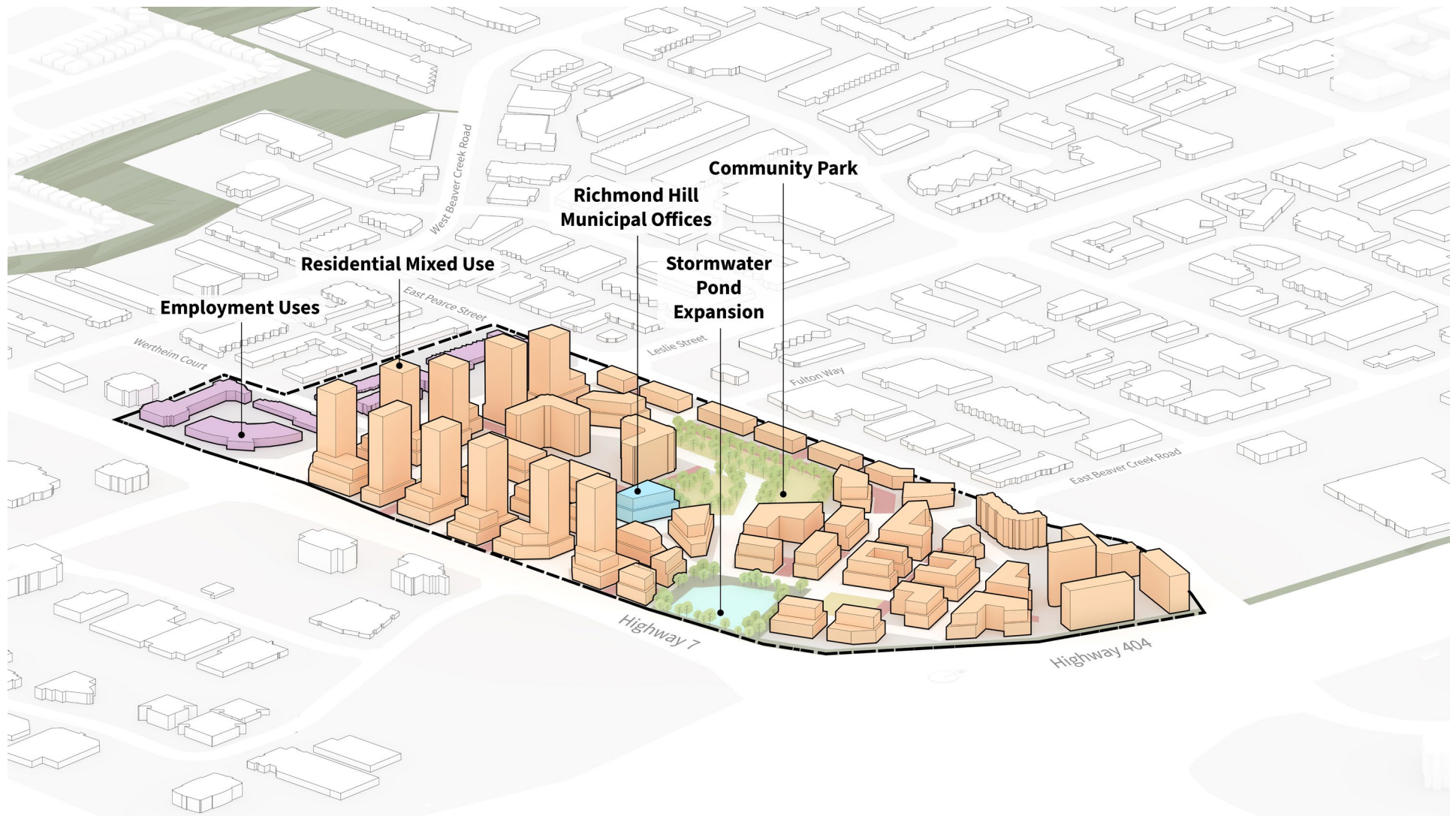
### Key Statistics

Table 2. Key Development Statistics – Option 1: Lower Density

Total Floor Area	635,433 m2	(100%)
Residential Floor Area	535,917 m2	(84%)
Non-Residential Floor Area	99,516 m2	(16%)
Total Residential Units	4,872 units	
Total Persons	9,159 persons	
Total Jobs	1,839 jobs	
Total People + Jobs (PPJ)	10,999	
PPJ / Hectare, gross	273	

## Option 2: Medium Density

*Option 2 explores slightly greater density than Option 1. Its intensity is higher than that of Richmond Hill's other Local Centres but responds to the presence of rapid transit and the unique land use context (no abutting low-rise residential neighbourhoods).*



**Figure 30.** 3D View - Option 2: Medium Density

### Approach to Land Use Compatibility

Low-rise (1-4 storeys) mixed use development would front on East Pearce Street but be set back behind a generous landscape buffer. Sensitive uses, such as residential, may be located closer to industrial uses than in Option 1 but the landscape buffer should be adequate to mitigate significant impacts.

### Distribution of Built Form Intensity

- Height and density continue to be focused along Highway 7 and Leslie Street but in this Option, built form intensity is increased. The tallest buildings are 30 storeys.
- This Option has many mid-rise buildings (5-8 storeys) throughout the EBC area with some low-rise buildings (1-4 storeys) within the employment area west of Leslie Street.

### Land Use Split

Option 2 replaces the non-residential buffer area along East Pearce Street with mixed-use, which will result in more residential floor area. Despite higher density overall, the number of jobs in Option 2 is lower than in Option 1. More of the floor area is dedicated to residential uses (89%) compared to non-residential uses (11%). Higher population densities associated with Option 2 mean more community services and facilities and retail uses would be viable.

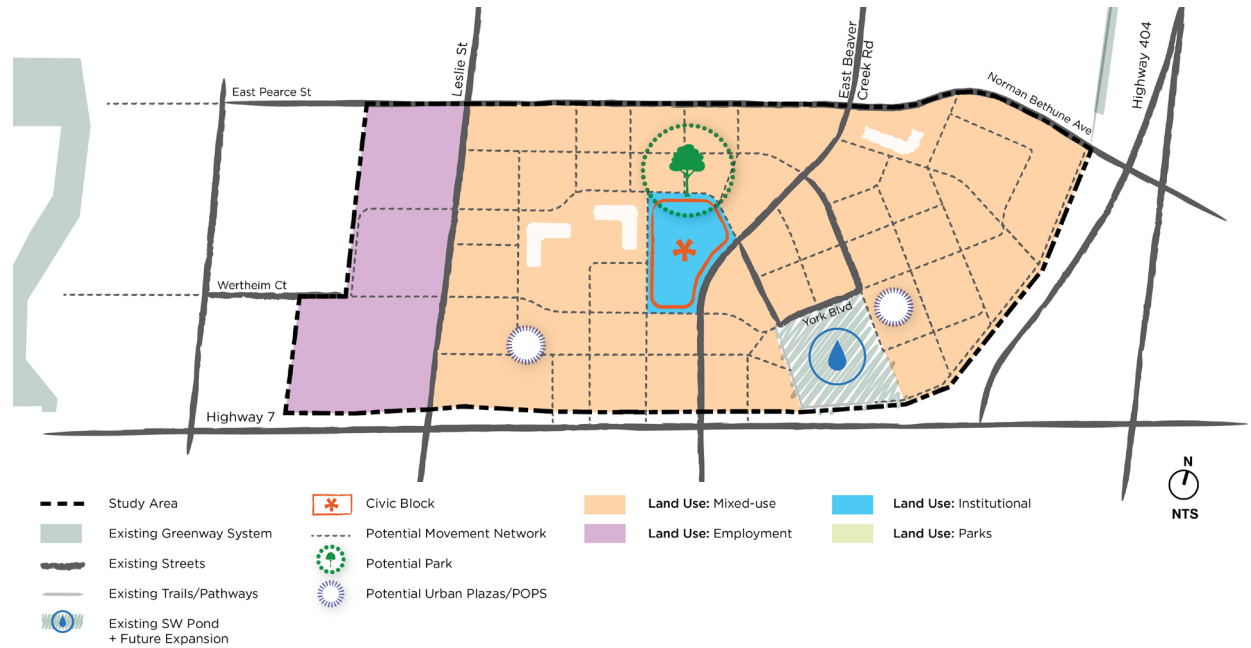


Figure 31. Land Use Option 2

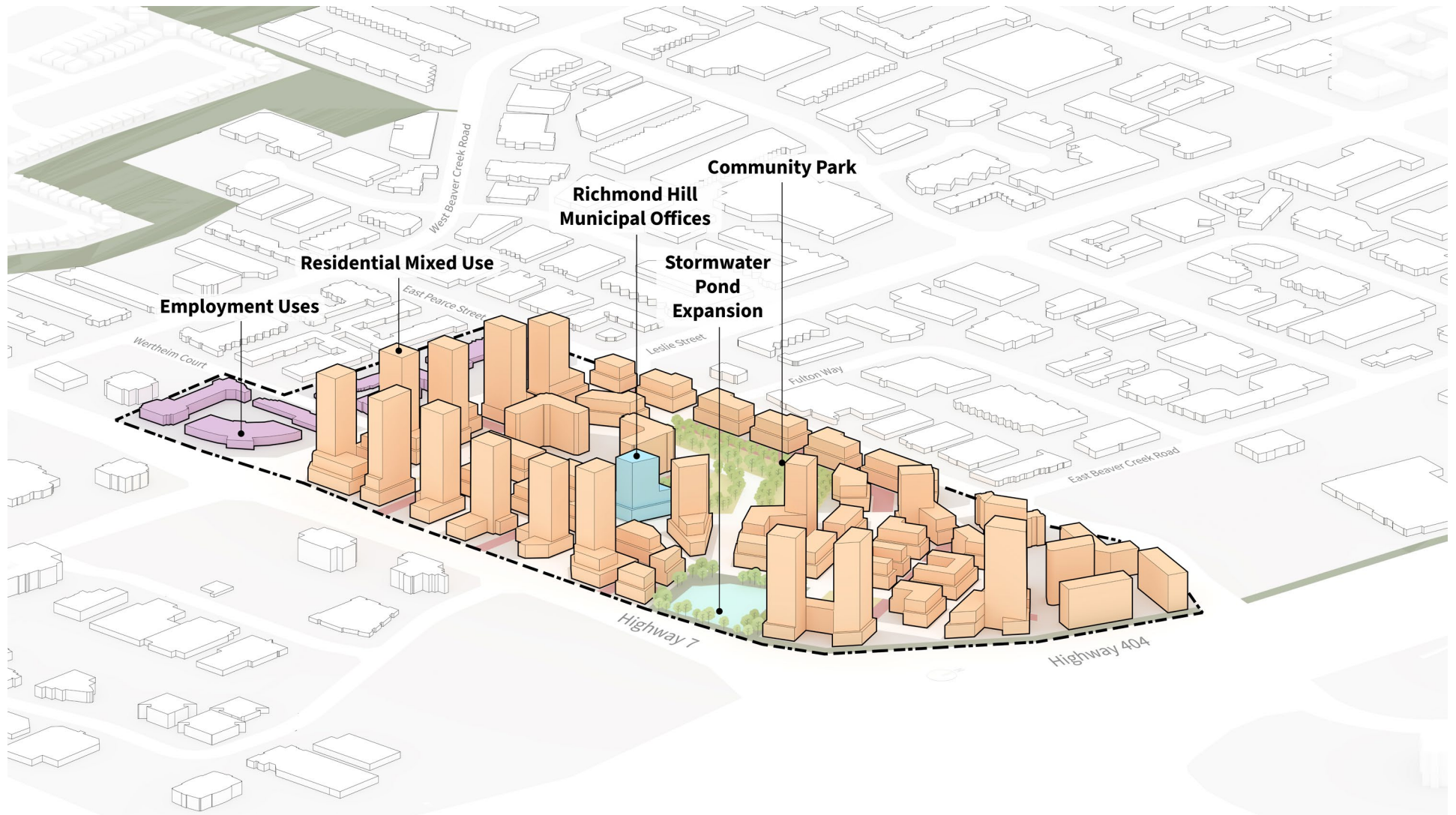
### Key Statistics

Table 3. Key Development Statistics – Option 2: Medium Density

Total Floor Area	759,297 m2	100%
Residential Floor Area	672,288 m2	89%
Non-Residential Floor Area	87,009 m2	11%
Total Residential Units	6,112 units	
Total Persons	11,490 persons	
Total Jobs	1,733 jobs	
Total People + Jobs (PPJ)	13,223	
PPJ / Hectare, gross	328	

## Option 3: Higher Density

*Option 3 is the highest density Option explored. Its intensity approaches that of Richmond Hill's Key Development Areas but does not surpass it.*



**Figure 32.** 3D View - Option 3: Higher Density

### Approach to Land Use Compatibility

- Mid-rise (5-8 storeys) mixed use development would front on East Pearce Street but be set back behind a generous landscape buffer. This Option potentially puts greater densities of sensitive uses, such as residential, in proximity to industrial uses than Option 2. The landscape buffer should be adequate to mitigate significant impacts.
- This Option locates tall buildings along the Highway 404 corridor, exposing more homes than in Option 1 or Option 2 to noise, vibration, and air pollution generated by heavy vehicular traffic. Locating non-sensitive uses (e.g. parking, amenity space) on the side of the building facing the Highway could reduce impacts, as could a wide landscape buffer and/or berm.

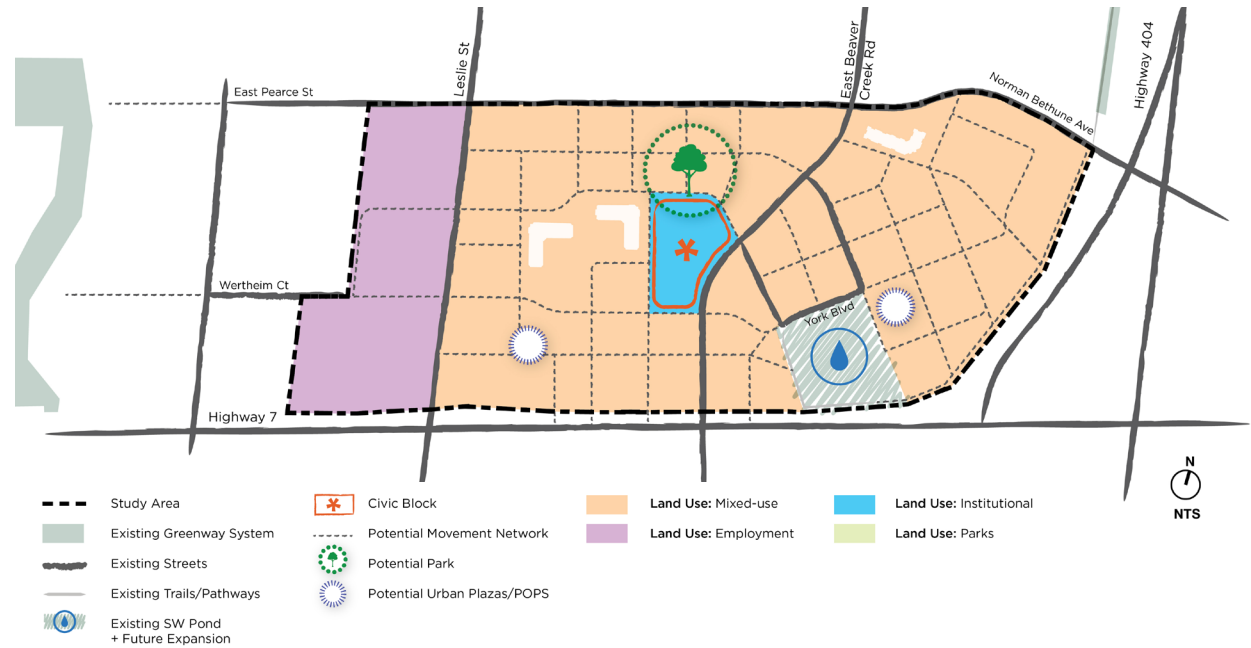


Figure 33. Land Use Option 3

### Distribution of Built Form Intensity

- Option 3 provides the highest density and building heights, with the tallest buildings being 35 storeys. The towers are positioned around the periphery, framing a more human scale with mid-rise buildings (5-8 storeys) in the central area. As with the other Options, the rapid transit routes continue to be locations of highest intensity in Option 3.
- Some of the visual and shadow impacts of tall buildings are reduced by locating them along the Highway 404 corridor. This is an approach seen elsewhere in the Greater Toronto Area, for example in Scarborough Centre and North York Centre. As described above, there are trade-offs with this approach.
- Low-rise buildings (1-4 storeys) are only found in the employment area west of Leslie Street.

### Land Use Split

The additional storeys on buildings in Option 3 will mainly be occupied by residential uses. Job numbers are actually the lowest in this Option with land use split heavily favouring residential uses (93%) over non-residential uses (7%). The highest population densities associated with Option 3 mean the most and broadest range of community services and facilities and retail uses would be viable.

### Key Statistics

Table 4. Key Development Statistics – Option 3: Higher Density

Total Floor Area	1,018,433 m <sup>2</sup>	100%
Residential Floor Area	951,192 m <sup>2</sup>	93%
Non-Residential Floor Area	67,241 m <sup>2</sup>	7%
Total Residential Units	8,647 units	
Total Persons	16,257 persons	
Total Jobs	1,643 jobs	
Total People + Jobs (PPJ)	17,900	
PPJ / Hectare, gross	444	

# Options Comparison

## Option 1: Lower Density

273 People Plus Jobs Per Hectare



### Density

Like other Local Centres in Richmond Hill

### Key Facts

- # Units: **4,872**
- #People: **9,159**
- # Jobs: **1,839**
- Maximum Height: **25**

### Intensification

Locates the greatest intensity of people and buildings along Highway 7 and Leslie Street.

### Land Use Compatibility to the North

Buffer of non-residential uses

## Option 2: Medium Density

328 People Plus Jobs Per Hectare



### Density

Responds to transit and land use context.

### Key Facts

- # Units: **6,112**
- #People: **11,490**
- # Jobs: **1,733**
- Maximum Height: **30**

### Intensification

Differs from Option 1 with taller buildings and more people along Leslie Street and Highway 7.

### Land Use Compatibility to the North

Landscape buffer + low-rise residential

## Option 3: Higher Density

444 People Plus Jobs Per Hectare



### Density

Approaching but not greater than Key Development Areas in Richmond Hill

### Key Facts

- # Units: **8,647**
- #People: **16,257**
- # Jobs: **1,643**
- Maximum Height: **35**

### Intensification

Differs from Option 2 with taller buildings throughout, while focusing the tallest buildings close to transit stops and along Highway 404.

### Land Use Compatibility to the North

Landscape buffer + mid-rise residential

# NEXT STEPS

This Background Report concludes Phase 1 of the East Beaver Creek Secondary Plan study. Phase 2 will begin with a series of conversations to ground-truth the existing conditions analysis, confirm the new vision and guiding principles, and critique the three Development Options. We will have conversations with the public through two Community Workshops (in-person and virtual) and an online survey. Interested and affected parties (major landowners and external agencies) will be invited to provide written comments and participate in engagement meetings. We will continue engagement with Indigenous rightsholders that began in Phase 1 based on the individual preferences of Nations. The project team will conduct their own technical analysis of the Options, with input from City of Richmond Hill staff across related divisions.

These conversations and technical analysis will inform Policy Directions by the end of Phase 2. Policy Directions will include the development of a Preferred Development Concept, which may combine elements of the three Options as well as new ideas. The project team will articulate the high-level policy directions for the EBC secondary plan that will help realize the Preferred Development Concept. All of this will be presented to the public and City Council for comment and endorsement.

Phase 3 involves writing the secondary plan and developing detailed policies related to land use, built form, height and density, parkland, transportation, public realm, housing, community services and facilities, servicing infrastructure, and other matters. The project team will also draft an Official Plan Amendment to address

any minor policy conflicts and change the land use designations from Employment Area and Employment Corridor to designations that support a mix of uses for most of EBC.

The decision whether to adopt a new secondary plan for EBC ultimately lies with City Council. Before they make their decision, they will hear from the public at a statutory Council Public Meeting and Public Open House. Anyone may attend this meeting to voice support or opposition to the secondary plan. Between the Council Public Meeting and the Committee of the Whole/Council meeting where the plan will be voted upon, the project team will make any revisions necessary to respond to comments received from the public.

Adoption of a secondary plan is a commitment that decisions of Council will be consistent with the policies designed to realize a particular vision for an area. Getting to the vision for EBC by 2051 or beyond will be a collective effort from the City, landowners, and other stakeholders. This is an exciting advancement for the East Beaver Creek and Highway 7 area and the City of Richmond Hill.



# **Appendix 1: Community Services and Facilities Assessment**

# Community Services & Facilities Assessment

Prepared: August 15, 2025

## Introduction & Methodology

This Community Services and Facilities (CS&F) assessment examines the existing community infrastructure available in and around the East Beaver Creek (EBC) Secondary Plan area within the City of Richmond Hill. As the area transitions from a primarily employment-focused district to a vibrant, mixed-use urban centre, access to a full range of community services such as schools, licensed child care, libraries, recreation centres, and other public indoor facilities will be critical to supporting a complete and inclusive community.

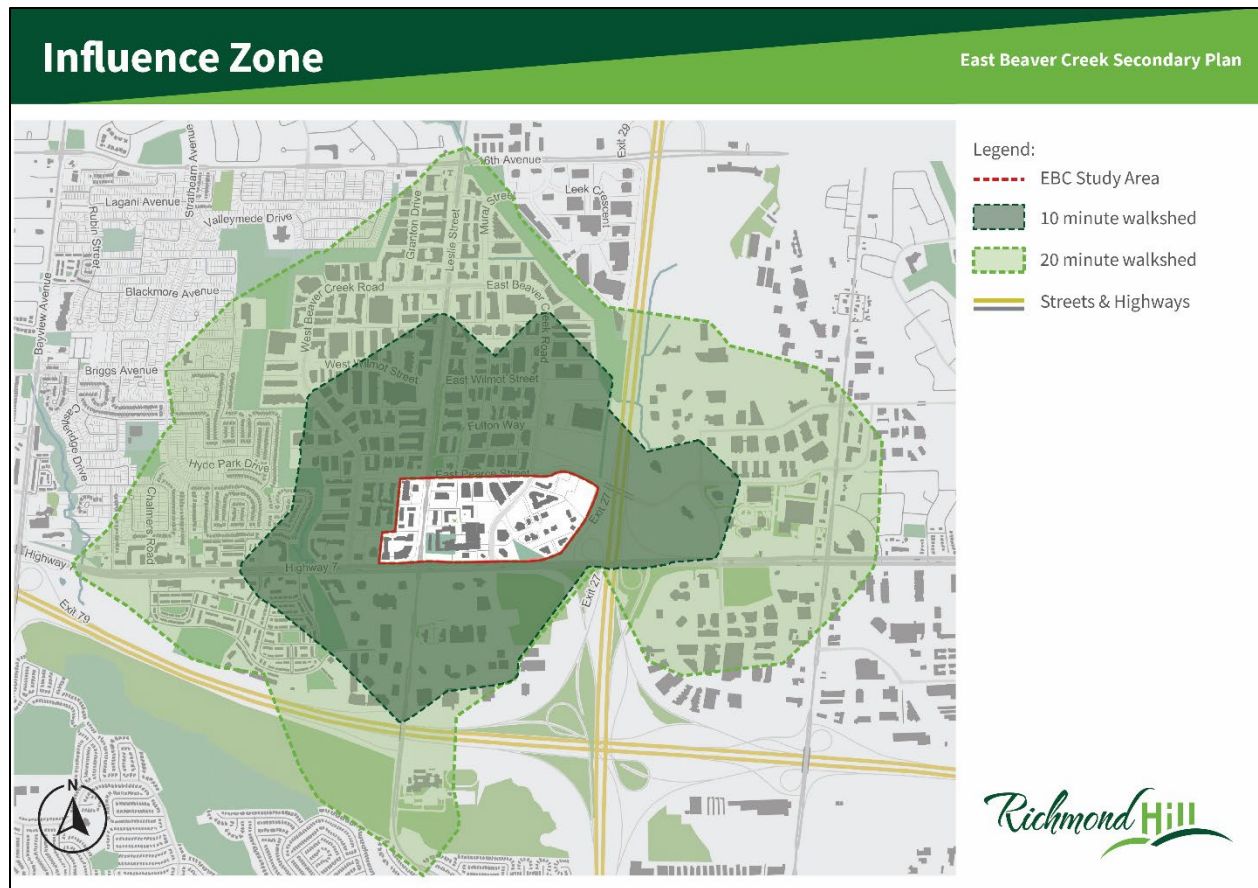
At this stage, the CS&F review provides a baseline snapshot of existing services and capacity within and near EBC, identifying the current level of service and any notable gaps or accessibility considerations. This baseline will inform the development of land use options and policy directions in the next phase of the project. As the Secondary Plan progresses, this information will be refined and used to determine future infrastructure requirements to support the vision and population growth anticipated through the Draft Secondary Plan and final Official Plan Amendment.

The Community Services and Facilities (CS&F) assessment was undertaken using a multi-step approach:

### Study Area and Influence Zone

The Community Services and Facilities (CS&F) assessment considers both the East Beaver Creek (EBC) Secondary Plan area and a surrounding influence zone. An influence zone is an area defined by how far people can walk within a given time, using the local street network and other walking routes. For this study, we have used 10- and 20-minute walksheds as the influence zone, which generally equates to about 800 metres to 1.6 kilometres, depending on age, ability, and barriers such as major roads.

This 20-minute walkshed is widely considered the maximum walkable range for everyday services like schools, child care, libraries, and community centres; the kinds of amenities needed close to home to help residents meet daily needs. Ensuring that CS&F are located within a comfortable walking distance supports equity, health, and inclusion, and aligns with York Region's and Richmond Hill's goals for creating complete communities where people of all ages can live actively without needing to rely on a car for basic services.



**Figure 1.** A map of the 10–20-minute influence zone illustrates which facilities fall within an easy-to-moderate walking distance for different parts of the EBC area.

## Data Sources

Both primary and secondary sources were used to compile the analysis. The Project Team engaged directly with staff from the York Catholic District School Board (YCDSB) and York Region District School Board (YRDSB) during an External Agencies Meeting held on June 12th, 2025, and followed up through additional correspondence and emails with the Region of York, the City of Richmond Hill, and the school boards to verify enrollment figures, capacity constraints, and growth plans. Secondary sources included publicly available data from the Ontario Child Care Registry, school board websites, Richmond Hill Public Library Facilities Master Plan, City recreation master plans, and GIS mapping tools.

The analysis has considered the intersection of Leslie St. and Highway 7 to measure the approximate distance between the Study Area and the Community Services and Facilities.

## Schools

There are currently no schools located within the East Beaver Creek (EBC) Secondary Plan boundary, as the area has historically been a predominantly employment-focused district. Future residential development will rely on a network of surrounding schools accessible by walking, school bus, or public transit in both Richmond Hill and the adjacent City of Markham.

### Elementary Schools

The nearest public elementary schools are Doncrest Public School (PS), Adrienne Clarkson Public School (PS), and Christ the King Catholic School which are located to the northwest and north of EBC, roughly within the influence zone. These schools sit roughly 2 – 4 kilometres from the intersection of Leslie Street and Highway 7. In Markham, Buttonville Public School (PS) provides additional capacity for families living near the southern and eastern edges of EBC but falls outside of the influence zone area at a driving distance of 4.3 kilometres.

This puts some parts of the new community within a 20-minute walk from school, but other areas, especially the eastern portion of EBC near Highway 7, may fall just outside what is generally considered a comfortable daily walk for younger children.

According to YRDSB's and YCDSB's [Student Transportation Policy](#):

- Junior Kindergarten to Grade 3 students are eligible for Board-provided transportation (i.e. school bus) if they live more than 1.2 kilometres from their designated school.
- Grade 4 to Grade 8 students are eligible if they live more than 1.6 kilometres away.

In addition, the policy recommends that walking distances from home to the nearest school bus stop be kept within 400 metres for elementary students, measured by the most direct walking route.

According to the YRDSB, Doncrest PS and Adrienne Clarkson PS are the designated schools for the area. Doncrest PS is currently at 90% utilization, while Adrienne Clarkson PS is at 93% with six portables on-site. The East Beaver Creek (EBC) Secondary Plan area will generate enrolment pressure at nearby elementary schools, primarily Doncrest PS and Adrienne Clarkson PS (French Immersion), which are already nearing capacity. The East Beaver Creek (EBC) Secondary Plan area will generate enrolment pressure at nearby elementary schools, primarily Doncrest PS and Adrienne Clarkson PS (French Immersion), which are already nearing capacity. Buttonville Public School and Doncrest PS may have limited capacity to support near-term growth through temporary classrooms (portables), but long-term solutions will be needed as development progresses.

During the external agency meeting with YRDSB and YCDSB it was also mentioned that a designated public elementary school site exists southwest of Highway 7 and Bayview Avenue in the Leitchcroft community. This site may be activated to serve both Leitchcroft and EBC as growth occurs. At this stage, Board staff cannot confirm whether a new school is required until more detailed population and unit data become available.

According to YCDSB, Christ the King Catholic School is the primary Catholic elementary school serving the EBC area, and it is currently at capacity. The next closest Catholic elementary option is at Major

Mackenzie Drive and Bayview Avenue, which has capacity but is located well beyond the EBC influence zone.

**Table 1.** Elementary schools.

School Name	Board	Capacity (2024)	Enrolment (2024)	Utilization (2024)	Distance within/from EBC	Municipality
<b>St. Anthony Catholic School</b>	YCDSB	349 students	195 students	56	6.9 km SW	North York
<b>St. John Paul II Catholic School</b>	YCDSB	414 Students	243 students	68%	4.4 km NW	North York
<b>St. Rene Goupil-St. Luke Elementary School</b>	YCDSB	231 Students	243 students	105%	3.2 km S	North York
<b>Christ the King Catholic Elementary School</b>	YCDSB	573 students	597 students	131%	4.1 km N	Richmond Hill
<b>Doncrest Public School</b>	YRDSB	757 students	684 students	90%	2.9 km NW	Richmond Hill
<b>Adrienne Clarkson Public School</b>	YRDSB	576 students	535 students	93%	2.3 km NW	Richmond Hill
<b>Buttonville Public School</b>	YRDSB	563 students	524 students	93%	4.3 km SE	Markham

## Secondary Schools

There are no secondary schools within the EBC study area. The closest catholic secondary schools are St. Robert Catholic High School (1.4 kilometres south), part of the York Catholic District School Board, which falls within the influence zone but is currently operating at 154% utilization. Other YCDSB secondary schools such as Father Michael McGivney Catholic Academy High School and St. Augustine Catholic High School are also operating at near or over capacity. Langstaff Secondary School (SS) (6.0 kilometres west), Thornlea Secondary School (SS) (4.2 kilometres southwest) and Bayview Secondary School (SS) (7.5 kilometres northwest) are under the York Region District School Board (YRDSB) which are the closest public secondary schools to EBC. Langstaff Secondary School is operating at 59% utilization, while Thornlea Secondary School is at 78%. As per the meeting with YRDSB, these schools currently have sufficient capacity to accommodate future growth from EBC.

Under YRDSB’s transportation policy, secondary students (Grades 9–12) are eligible for Board-provided transportation if they live more than 3.2 kilometres from the nearest secondary school and the area is not adequately served by public transit. The Transportation Policy also recommends that secondary students should not have to walk more than 600 metres from their residence to reach the nearest school bus stop. For context, travel time from the intersection of Leslie Street and Highway 7 to nearby secondary schools Langstaff Secondary School and Father Michael McGivney shows that, during peak hours:

- Driving takes approximately 10–20 minutes to both schools;
- Cycling takes 17 minutes to reach Langstaff Secondary School and 35 minutes to reach Father Michael McGivney
- Walking takes roughly 1 hour and 2 hours, respectively; and
- Public transit takes 30 minutes and 45 minutes, respectively.

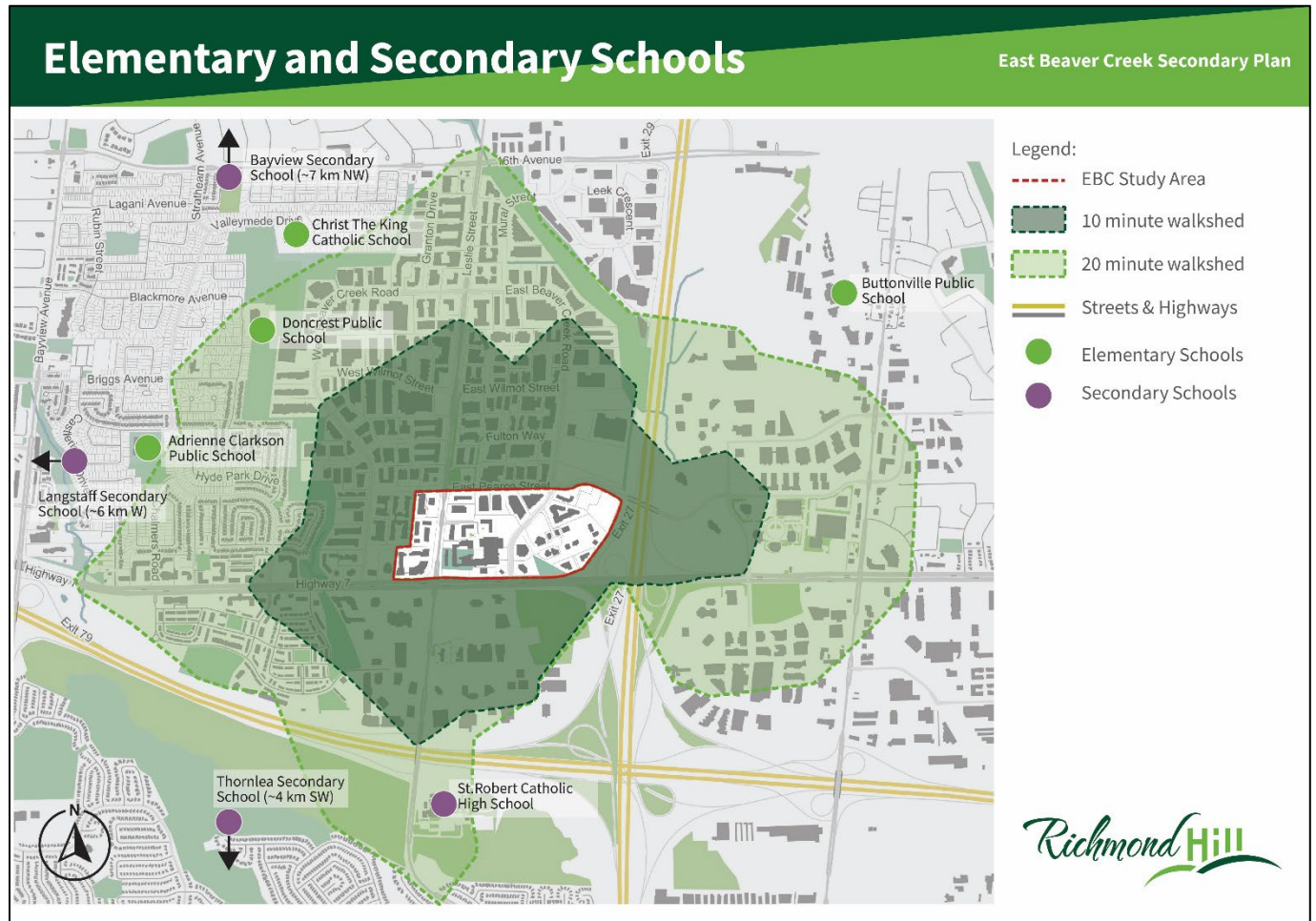
**Table 2.** High schools.

School Name	Board	Capacity (2024)	Enrolment (2024)	Utilization (2024)	Distance within/from EBC	Municipality
<b>St. Robert Catholic High School</b>	YCDSB	1681 students	1,706 students	154%	1.4 km S	Markham
<b>Father Michael McGivney Catholic Academy High School</b>	YCDSB	1185 students	1,174 students	98%	10.1 km E	Markham
<b>St. Augustine Catholic High School</b>	YCDSB	1218 students	1,574 students	128%	5.2 km NE	Markham
<b>Langstaff Secondary School</b>	YRDSB	1080 students	687 students	59%	6.0 km W	Richmond Hill
<b>Bayview Secondary School</b>	YRDSB	759 students	668 students	88%	7.5 km NW	Richmond Hill
<b>Thornlea Secondary School</b>	YRDSB	1509 students	1181 students	78%	4.2 km SW	Markham

It was mentioned that the EBC area lies between two major regional growth centres; Yonge Corridor and Markham Centre, which together are planned to accommodate over 170,000 new residential units. These will significantly impact enrolment demand in surrounding schools. Elementary school sites have already been designated in some of these growth areas, but additional sites may be required in the future to manage cumulative enrolment pressures. Buttonville Public School was discussed as the next

alternative, but it too is expected to be impacted by growth in Markham Centre, meaning its capacity may be constrained over time.

Another key takeaway is that both YRDSB and YCDSB were open to co-locating schools if development timing aligns; a best practice that supports complete community design and efficient land use.



**Figure 2.** Elementary and Secondary school within and around EBC Study area's influence zone.

## Licensed Child Care Centres

A small cluster of licensed child care facilities currently exists within or immediately adjacent to the East Beaver Creek (EBC) Secondary Plan area, generally within a 10–20-minute influence zone for most future households and workers. These services are primarily geared toward working parents employed in nearby offices and local families living in the surrounding neighbourhoods.

Notably, the Bayview Elite Learning Centre and Safari Kid programs operate at 9011 Leslie Street, right in the core of the EBC area, providing convenient on-site child care options within walking distance for some residents and employees. Beyond the EBC boundary, additional licensed spaces fall within a 10–20-minute walk, including school-based child care programs such as the Doncrest Child Care Centre and Christ the King Child Care Centre, which serve families through before and after school care as well as

Early Learning and Care programs which provide children 18-months to 4-years of age with the support they need to make a seamless transition to full-day kindergarten.

While this local cluster provides some immediate capacity, it is not sufficient to meet the likely demand as EBC transitions into a mixed-use, family-supportive community with higher-density residential buildings that attract young families. York Region’s Early Years and Child Care Service System Plan consistently highlights ongoing waitlists for licensed spaces, especially for infants and toddlers; the age groups that are often the most challenging to place. EBC may have a unique demand for daycare at full build out because of the residential population AND the employment uses within and nearby to the study area.

## Ontario’s Planning Target for Affordable Child Care

The Ontario government, under [the Canada-Wide Early Learning and Child Care \(CWELCC\) agreement](#), has set a target ratio of **one affordable child care space for every 2.7 children under the age of five**. This benchmark is intended to guide municipal planning and address long-standing disparities in access to affordable early years spaces across communities, including the City of Richmond Hill.

[York Region](#) plays a key role in supporting the sustainability of child care operators through a variety of funding programs that help maintain and expand local licensed capacity. For example, local operators can access grants and wage subsidies to stabilize staffing and help keep fees affordable for families, which is especially important in high-demand areas like the Highway 7 corridor.

**Table 2.** Licensed child care centres.

Centre Name	Address	Type	Licensed Capacity	Vacancy	Municipality
<b>Bayview Elite Learning Centre</b>	9011 Leslie St.	Private centre	41	9	Richmond Hill; Within EBC Study Area
<b>Safari Kid Richmond Hill</b>	9011 Leslie St. Suite 203	Private centre	30	16	Richmond Hill; Within EBC Study Area
<b>Academia Concept Educational Centre</b>	100 York Blvd, Unit 100	Private centre	32	0	Richmond Hill; Within EBC Study Area
<b>City of Richmond Hill - Community Services Department</b>	225 East Beaver Creek Road 8th floor	Public centre	0	0	Richmond Hill; Within EBC Study Area
<b>Doncrest Child Care Centre</b>	124 Blackmore Ave.	School-based non-profit	100	1	Richmond Hill
<b>Christ the King Child Care Centre</b>	329 Valleymede Dr.	School-based non-profit	248	1	Richmond Hill



**Figure 3.** Licensed Child Care Centres within and around EBC Study area's influence zone.

## Community and Recreation Centres

The East Beaver Creek (EBC) Secondary Plan area does not currently contain any public community centre or indoor recreation hub within its boundary. Historically, the area has been predominantly commercial- and employment-focused, with few community amenities. As EBC redevelops into a mixed-use neighbourhood with a residential population, the 2022 Richmond Hill Recreation and Culture Plan (RCP) sets clear directions for how future indoor recreation spaces should be provided to support a complete community.

The RCP highlights the need for accessible, multi-use community hubs in intensification areas. The Plan emphasizes co-location of facilities such as arenas, gymnasiums, indoor walking tracks, fitness spaces, and flexible multi-purpose rooms, wherever possible, to make the best use of land and funding. The Overarching Principles in the 2022 Richmond Hill Recreation and Culture Plan (Section 1.3) recognize that accessible, inclusive spaces are critical for supporting residents' physical, mental, and social well-being. The idea of "Community Hubs for Activity" means that indoor recreation spaces should not be standalone facilities serving a single function. Instead, they should be multi-purpose hubs that bring together different amenities like gyms, pools, fitness studios, indoor tracks, meeting and program rooms, under one roof or on a shared site.

Roughly within the influence zone, the closest public indoor recreation facility is the Ed Sackfield Arena & Fitness Centre. Other nearby options include the Bayview Hill Community Centre & Pool, the Langstaff Community Centre and the Thornhill Community Centre & Arena, but they are beyond the influence zone with a driving distance of approximately 4-6 kilometres. Although these facilities serve surrounding residential neighbourhoods, they leave a gap in providing walkable access to recreation amenities within the EBC area itself.

The lack of public recreation amenities in EBC has been partially offset by private provision, most notably the Parkway Fitness & Racquet Club, which is located within the Sheraton Parkway Hotel on Leslie Street. This club provides an indoor pool, squash and racquet courts, fitness training, and wellness programs. However, as a private membership facility, it does not fully replace the need for publicly accessible, multi-purpose community recreation space that is available to all residents.

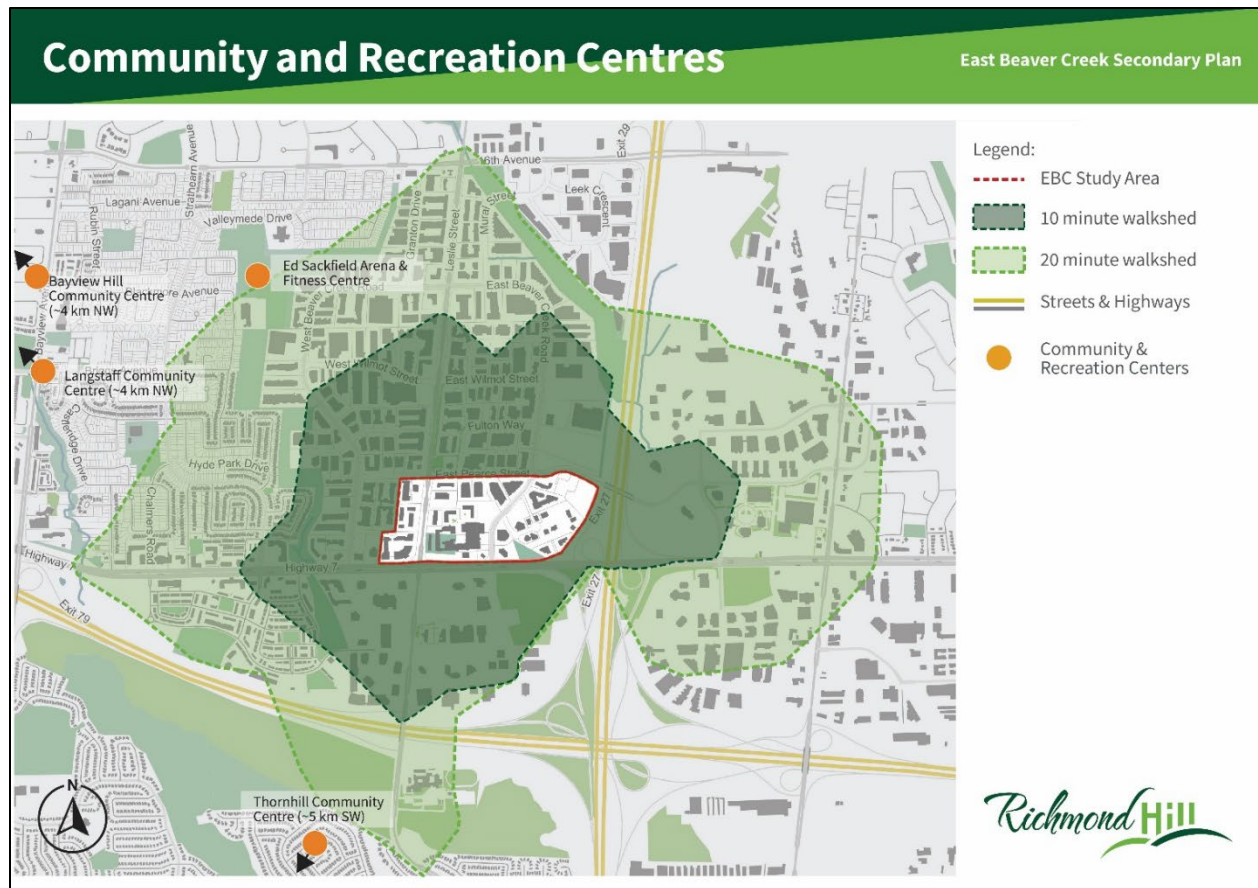
**Table 4.** Community and recreation centres.

Facility Name	Address	Municipality	Key Amenities	Approx. Distance from EBC
<b>Ed Sackfield Arena &amp; Fitness Centre</b>	311 Valleymede Dr.	Richmond Hill	Arena (ice rink), fitness gym, indoor walking track	3.3 km N
<b>Bayview Hill Community Centre</b>	114 Spadina Rd.	Richmond Hill	Indoor pool, gymnasium, multipurpose rooms	4 km NW
<b>Langstaff Community Centre</b>	155 Red Maple Rd.	Richmond Hill	Gymnasium, community rooms, programming	4.2 km NW
<b>Thornhill Community Centre</b>	7755 Bayview Ave.	Markham	Arena, gym, indoor pool, multipurpose rooms	5.3 km SW

According to the Recreation and Culture Plan, Richmond Hill aims to maintain the following levels of service for indoor recreation:

- Arenas: 1 ice pad per 27,000 residents
- Aquatic Centres: 1 per 36,000 residents
- Gymnasiums: 1 per 24,000 residents
- Multi-purpose spaces: 1 per 3,800 residents (often co-located in community centres)

(Refer to RCP 2022, Section s 3.4–3.4.6 and Table 2: Summary of Existing Indoor Recreation Facilities)



**Figure 4.** Community and Recreation Centres within and around EBC Study area's Influence zone

## Public Libraries

There is no Richmond Hill Public Library (RHPL) branch within the EBC boundary or the immediate surrounding neighbourhoods. The closest branch that may serve some EBC residents is the Thornhill Community Library (part of Markham Public Library), located approximately 4 kilometres southwest near Bayview Avenue and John Street. The closest RHPL branch is the Richmond Hill Central Library, located approximately 9 kilometres northwest of EBC well outside a comfortable daily walking or transit distance for most future residents.

The Richmond Hill Public Library Board has adopted a space provision target of 0.6 square feet per capita (RHPL Facilities Master Plan, 2021). This means that for every new resident, the City should plan for sufficient library floorspace to meet evolving community needs, including books, study space, digital learning, and programming.

Currently the area is underserved in terms of convenient access to learning and community gathering opportunities. The RHPL Facilities Master Plan specifically identifies intensification corridors like Highway 7 as priorities for new or expanded library services to achieve complete communities.

Table 5. Public libraries.

Branch Name	Address	Municipality	Service Level	Approx. Distance from EBC
<b>Thornhill Community Library</b>	7755 Bayview Ave.	Markham	Neighbourhood branch	4.3 km SW
<b>Richmond Hill Central Library</b>	1 Atkinson St.	Richmond Hill	Central branch	9 km NW

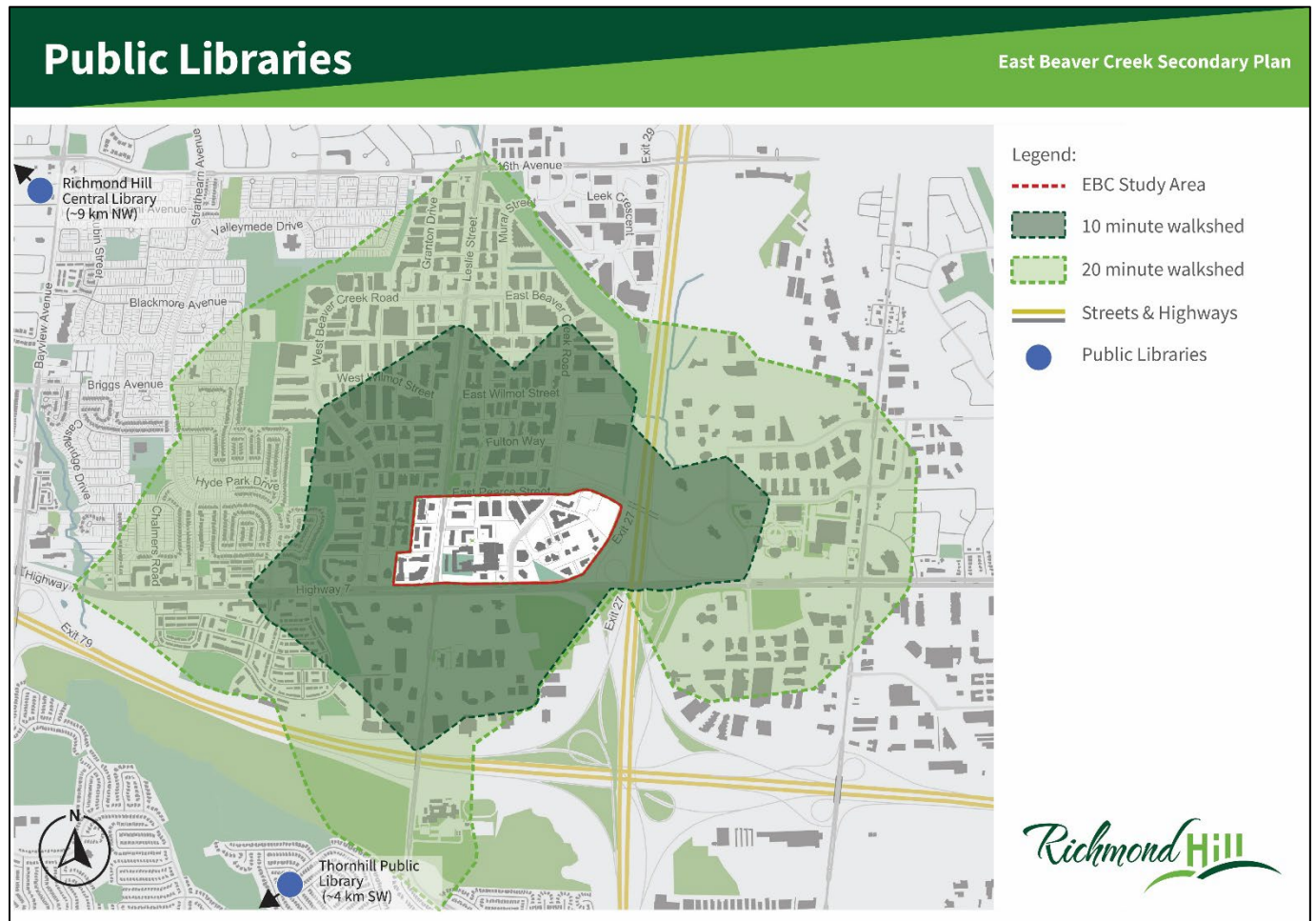


Figure 5. Public Libraries within and around EBC Study area's influence zone.

## Gap Analysis

The assessment confirms that the East Beaver Creek (EBC) Secondary Plan area will require significant new and expanded community services and facilities, or other creative solutions to improve access, to support its transformation into a complete, mixed-use neighbourhood. Depending on the final land use

scenario, EBC could accommodate approximately 10,000–20,000 new residents, generating substantial new demand for schools, child care, libraries, and recreation amenities.

## Schools

- There are no schools currently located within the EBC boundary, as the area has historically been an employment district.
- Nearby elementary schools, such as Doncrest PS, Adrienne Clarkson PS, Christ the King CES, and Buttonville PS, are already at or near capacity, as confirmed by the YRDSB 2018–2022 Capital Strategy and the 2025 External Agency Engagement with the Boards.
- EBC’s anticipated growth, along with growth in nearby intensification areas, will generate demand for multiple new elementary school sites or expansions, to be planned by the school boards.
- Planning for school bus transportation in an urban neighbourhood should be considered.

## Licensed Child Care

- The Ontario CWELCC plan targets 1 affordable licensed space per 2.7 children under age 5.
- The current local supply, including Bayview Elite Learning Centre, Safari Kid, and nearby school-based centres, provides some capacity within the influence zone.

## Community and Recreational Facilities

- EBC currently has no public community centre or indoor recreation hub within its boundary. The closest facilities are outside the influence zone for most households.
- While the Parkway Fitness & Racquet Club provides a private option, it does not replace the need for inclusive, publicly accessible spaces.

## Public Library

- No RHPL branch exists within EBC or its immediate area. The nearest RHPL branch is 5 kilometres away; the Thornhill Community Library (Markham) is 2.8 kilometres southeast.
- To serve EBC’s future population, approximately 560–1,110 square metres of new library space would be needed, ideally co-located with other community services.

# **Appendix 2: Environment – Existing Conditions Assessment**

September 16, 2025

Attention: Lindsay Toth  
Gladki Planning Associates Inc.  
Toronto, ON M5T 2E8

SLR Project No.: 241.032045.00001

Revision: 1

**RE: Existing Conditions- City of Richmond Hill East Beaver Creek Secondary Plan Area**

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## **Executive Summary**

### **Introduction**

- SLR Consulting (Canada) Ltd. was engaged to provide environmental advisory services in support of the East Beaver Creek Secondary Plan.
- Our objective was to undertake preliminary environmental screening to identify potential issues or constraints.

### **Site Description**

- Location: East Beaver Creek Road and Highway 7, City of Richmond Hill, Ontario.
- Size: Approximately 40 hectares.
- Current Land Use: Commercial, employment, residential, retail.
- Secondary Plan Goal: Transition to a mixed-use local center.

### **Background Review**

- Sources Used include but not limited to:
  - Ontario Geological Survey (OGS) mapping
  - Ministry of the Environment water well records
  - Source Protection Plans
  - Conservation Authority web mapping tools
  - Aerial photography
  - Oak Ridges Moraine Groundwater Program reports and databases

### **Environmental Conditions**

- **Topography and Drainage:**
  - Modified natural topography.
  - Majority within Don River Sub-watershed.
  - Groundwater flow generally follows surface topography.

- Regionally, shallow groundwater flow within the watershed is generally to the southeast.
- **Physiography and Surficial Geology:**
  - Peel Plain physiographic region.
  - Overburden composed of low permeability clayey silt till.
  - Seven hydrostratigraphic units present, including Halton Till Aquitard and Oak Ridges Aquifer Complex.
  - Water-bearing seams of silt and sand have been encountered throughout the clay silt till.
- **Groundwater Conditions:**
  - Water table generally less than 5 meters below ground surface (mbgs).
  - Groundwater quality showed elevated levels of iron, manganese, cobalt, phenols, and copper.

### **Natural Heritage Features**

- No woodlots or wetlands present on the site.
- Closest woodlot: 200 meters south.
- Closest wetland: 550 meters west.
- No identified species at risk within the study area.

### **Source Protection**

- Jurisdiction: Toronto and Region Conservation Authority.
- Source Protection Region: Credit Valley-Toronto and Region-Central Lake Ontario (CTC).
- Much of the Site is designated as a Highly Vulnerable Aquifer (HVA).
- The Site is not located within a wellhead protection area (WHPA)
- The Site is not located within an Intake Protection Zone.

### **Environmental Concerns, Data Gaps, and Potential Constraints**

- The study area is ideal for infill and intensification, as the land is already developed and the parcel does not fall within any designated environmental protection zones.
- Geotechnical and hydrogeological considerations for development are highly dependent on the proposed building design, location and subsurface conditions and should be informed by site-specific field investigations as part of the development application.
- Our review was desktop only therefore, in-field investigations are recommended to evaluate the presence of species at risk, particularly around the existing stormwater pond.
- Where a change in land use is proposed to a more sensitive designation such as, from commercial to residential, a Record of Site Condition is typically required under Ontario Regulation 153/04.



- The study area includes potentially contaminating activities such as a gas station. Therefore, a Phase I Environmental Site Assessment is recommended for the study area, to identify the risk of contamination and the need for further investigations.
- Consideration of the proposed commercial uses within the HVA is required in accordance with the Source Water Protection. For example, within an HVA a Salt Management Plan is likely required. Similarly, where industrial or commercial practices may handle or store organic solvents or Dense Non-Aqueous Phase Liquids (DNPL), the municipality should implement and promote best management practices.
- Although the water table is relatively shallow across the site (<5 mbgs), significant dewatering efforts are not likely required due to the presence of low permeable soils however, some degree of dewatering is expected.
- Water bearing seams of silt and sand have been noted within the till. If encountered, additional dewatering efforts may be needed during excavation.
- Depending on the volume of water, dewatering may trigger the need for a permit from the Ministry of Environment, Conservation and Parks, for temporary construction dewatering.
- Discharge permits may also be required from the City.
- As part of the planning process, confirmation from the City is required to determine whether permanent dewatering is an option for development, should it be required.
- The Ministry Water Well Record database has identified a number of monitoring wells within the study area, likely installed to inform site-specific conditions for existing development. Any remaining wells that are no longer in use should be decommissioned.

## 1.0 Introduction

SLR was retained as part of the project team, to provide environmental advisory services in support of the new East Beaver Creek Secondary Plan for the City of Richmond Hill. SLR's focus was to undertake a preliminary environmental screening of existing conditions within the proposed study area, to identify potential issues or constraints that may influence future development, infrastructure planning and the long-term growth of the area.

## 2.0 Site Description

The Site is located at East Beaver Creek Road and Highway 7 in Richmond Hill, Ontario within the Regional Municipality of York. The Site is bound by Norman Bethune Ave/East Pearce Street to the North, Highway 404 to the east, Highway 7 to the South and extends west of Leslie Street along Wertheim Ct, as shown on Figure 1.

The study area is approximately 40 ha in size and rectangular in shape. The study area is already developed, with land use primarily consisting of commercial and employment land uses interspersed with residential and retail including restaurants and a gas station. It is understood that the Secondary Plan will guide the transition of the study area from a commercial/employment focus to a mixed-use local centre, enabling diverse land uses while maintaining opportunities for commercial and employment activities.



### 3.0 Background Review

To develop an understanding of the hydrogeologic setting for the Site, a comprehensive background review of the study area was completed using open-source and publicly available documents. Sources included;

- Ontario Geological Survey (OGS) mapping
- Ministry of the Environment (now Ministry of the Environment, Conservation and Parks or MECP) water well records (WWR) database
- Source Protection Plans
- Ministry of Natural Resources (MNR) Natural Heritage Information Centre (NHIC)
- Conservation Authority web mapping tools
- Aerial photography
- Applicable reports, mapping and databases available through the Oak Ridges Moraine Groundwater Program (ORMGP).

In addition, SLR reviewed applicable documents provided by the City which included but were not limited to:

- Aquafor Beech Ltd. 2019. SWMF 27-2 Beaver Creek Pond Environmental Impact Study: Phase 2 – Impact Assessment and Mitigation. Submitted to the City of Richmond Hill. Site consists of Stormwater Management Facility 27-2, Richmond Hill, Ontario. September 24
- Coffey Geotechnics Inc. 2011. Hydrogeological Investigation: Four Season Gardens Building B. Submitted to Catalia Development Group Inc. Site at southeast corner of East Beaver Creek and East Pearce Street, Richmond Hill, Ontario. December 12.
- CTC (Credit Valley, Toronto and Region, Central Lake Ontario) Source Protection Committee. 2024. Approved Source Protection Plan: CTC Source Protection Region. March 6.
- DST Consulting Engineers Inc. 2020. Infiltration Testing for the Proposed Commercial Development at 157-167 York Boulevard, Richmond Hill, Ontario. Submitted to Probert Construction Inc. November 2.
- Palmer Environmental Consulting Group. 2018. Beaver Creek Pond B Rehabilitation Project – Natural Environmental Conditions and Management Plan. Submitted to The Municipal Infrastructure Group Ltd. Site consists of Stormwater Management Facility 28-1, Richmond Hill, Ontario. November 21.
- Peto MacCallum Ltd, 1981. Geotechnical Investigation Report: Proposed Beaver Creek Industrial Park Sanitary Sewer System. Submitted to the Town of Richmond Hill C/O Proctor and Redfern Ltd. Site extending from Highway 7 to Sixteenth Avenue, and from Highway 404 to midway between Bayview Avenue and Leslie Street, Richmond Hill, Ontario. January 20.
- WSP Global Inc. 2018. Geotechnical and Hydrogeological Investigation: Beaver Creek SWM Pond B, Richmond Hill, Ontario. Submitted to the Town of Richmond Hill. Site consists of Stormwater Management Facility 28-1, Richmond Hill, Ontario. November 12.



## 4.0 Environmental Conditions

### 4.1 Topography and Drainage

The Site has undergone development across the entire area, and therefore, natural topography has been modified. As shown in Figure 2, the ground surface, west of East Beaver Creek Road slopes in a northeast direction, with a topographic high of approximately 204 meters above sea level (masl) along the west and southwest boundary of the study area. East of East Beaver Creek Road, the ground surface gently slopes from a topographic high (205 masl) in the northeast corner of the Site to a low of about 189 in the south/southwest.

The majority of the study area lies within the Don River Sub-watershed which falls under the jurisdiction of the Toronto and Region Conservation Authority (TRCA), however a small parcel in the northeast portion of the Site extends into the Rouge River Sub-watershed (Figure 3). At a regional scale, groundwater flows from the topographic highs associated with the Oak Ridges Moraine in the north to Lake Ontario in the south. Shallow groundwater flow within the watershed is generally to the southeast.

One Stormwater Management (SWM) Pond is located along the southern boundary of the Site east of East Beaver Creek Road. No other surface water features are present on the Site.

### 4.2 Physiography and Surficial Geology

The Study Area lies within the Peel Plain physiographic region of Southern Ontario (Chapman and Putnam, 1984). The Peel Plain physiographic region is situated southwest of the Mackenzie River and forms broad shallow and hollow areas, some of which have formed small lakes. The Peel Plain physiographic region lies across the shale and limestones of the Georgian Bay Formation.

The overburden of the Study Area was formed by the repeated advance and melt of ice sheets during the late Wisconsinan ice age approximately 10,000 to 23,000 years ago. Overburden deposits on the Study Area are composed of clayey silt till characterized as the Halton Till material, which was deposited over bedrock during the recession of the +Ontario Lobe ice sheet.

Based on a review of the Ontario Geological Survey (OGS) mapping (Figure 4), the surficial geology of the study area is predominantly typified by fine-textured glaciolacustrine deposits of silt and clay with minor components of sand and gravel. However, along the western side of the study area, the surficial geology is reported to be characterized by stone-poor, silty to sandy till and glaciolacustrine-derived silty to clayey till in the northeast corner.

The surficial geology of the Site, as derived from borehole drilling completed for various developments, indicates that the Site is primarily covered with fill material consisting of clayey silt to silty clay and sandy clay silt. Native soils comprised of sandy silty clay till and sandy clayey silt till underly the fill material. In the vicinity of the SWM Pond, a 1 to 2 m thick layer of silt was found between the fill and till soils (WSP, 2018). Layers of sand and silt till have also been noted within the till soils. In the northeast portion of the Site, more permeable surficial silty sand to sandy silt were encountered overlying the silty clay and clayey silt tills to depths up to 5m (Coffey 2011).



Based on our review of the Oak Ridges Moraine Database, there are seven (7) hydrostratigraphic units present across the study area, these include:

- Halton Till Aquitard
- Oak Ridges Aquifer Complex (also known as Oak Ridges Moraine, or ORM)
- Newmarket Till Aquitard
- Thorncliffe Aquifer
- Sunnybrook Aquitard
- Scarborough Aquifer
- Upper Bedrock Aquitard

**Halton Till Aquitard** is composed of glacial material deposited during the last glacial event approximately 13,000 years ago. The Halton Till consists of silt to silty clays with interbeds of sand and gravel in isolated areas and is approximately 10 m thick within the Study Area. Regionally, the Halton Till forms a discontinuous aquitard that partially confines the southern slopes of the Oak Ridges Moraine. Based on soil descriptions discussed above from previous reports the Halton Till is interpreted to be present across the entire Site.

**Oak Ridges Aquifer Complex** is defined as extensive, stratified sediments that are composed of surficial tills with sand layers below the tills. Sediments are up to 100 m thick along the core of the moraine, however, more locally sediments have been identified to be approximately 5 m thick. Locally, the Oak Ridges Aquifer Complex is noted to be confined to discontinuous layers within the Halton Till, whereby the Thorncliffe Aquifer acts as a primary aquifer in the area for potable water supply.

**Newmarket Till** underlies the Oak Ridges Aquifer Complex and is composed of over consolidated stony silty sand till that acts as a regional aquitard. The Newmarket Till is approximately 5 to 15 m thick throughout the subject properties and is estimated to be present at elevations of approximately 175 to 190 masl (Oak Ridges Moraine Groundwater Program, 2023).

**Thorncliffe Aquifer** is composed of sand, gravel, and silty sediments with the more permeable portions of the aquifer associated with meltwater channels. Sediments within this unit are estimated to have been deposited more than 45,000 years ago (Oak Ridges Moraine Groundwater Program, 2023). The depth of the Thorncliffe Aquifer reaches to 35 mbgs in the vicinity of the Site and is situated at 155 masl to 160 masl.

**Sunnybrook Aquitard** is composed of silt to silty clays and is up generally less than 4 m thick across the Site.

**Scarborough Aquifer** was deposited approximately 70,000 to 80,000 years ago during the Wisconsin glaciation by large rivers draining from an ice sheet. The Scarborough Aquifer is generally less than 5 m thick across the Site.

A review of the OGS Bedrock Mapping indicates that the bedrock is of the Georgian Bay Formation which consists of shale, interbedded calcareous siltstone and minor limestone deposited in Ordovician aged shallow seas. The Georgian Bay Formation is approximately 250 m thick and dips to the southeast.



## 5.0 Groundwater Conditions

Subsurface investigations across the property have included the installation of monitoring wells for groundwater monitoring. The depth to the water table varies across the study area but is generally less than 5 metres below ground surface (mbgs), although the presence of water-bearing seams of sand and gravel within the till suggests the potential for perched groundwater conditions (Peto MacCallum Ltd, 1981).

Regional groundwater flow is predicted to be to the south towards Lake Ontario, with local flow generally following Site topography.

The surficial soils at the Site are part of the Halton Till and are considered to provide a barrier to the underlying aquifers.

No active Permit to Take Water are present for the Site. Depending on the depth of excavation, the low permeable soils of the Halton Till will limit groundwater seepage into excavations, allowing construction dewatering to be managed using conventional pumping methods. However, if excavations encounter water-bearing seams of silt and sand, or extend into the underlying aquifer, then groundwater inflows could be significantly higher. In such cases, temporary construction dewatering permits from the MECP may be required (e.g. Permit To Take Water (PTTW) or Environmental Activity and Sector Registry (EASR)), depending on the extent or duration of construction. Permanent dewatering was recommended as part of the building design as determined by Coffey, 2011 for the northeast corner of the Site. Permanent dewatering may be restricted under current municipal policies, and confirmation with the City is recommended.

### 5.1 Groundwater Quality

Groundwater quality has previously been monitored on two occasions. In 2011, Coffey sampled groundwater at the southeast corner of East Beaver Creek Road and East Pearce Street in August 2010. Results indicated that groundwater quality met most PQWO discharge except for elevated iron content.

Additionally, groundwater quality was monitored by WSP (2018) in the vicinity of the Beaver Creek Stormwater Management Pond in July 2018. Results indicated that concentrations of total manganese, total cobalt, total phenols, and total copper exceeded the York Storm Sewer Use By-Law (SUB) at the time of the assessment. However, it was noted that natural manganese concentrations in groundwater in York Region were known to be elevated in comparison to the SUB criteria (WSP, 2018).

## 6.0 Natural Heritage Features

No woodlots or wetlands are present on the Site. The closest woodlot is located approximately 200 m south of the Site while the closest wetland is located approximately 550 m west of the Site.

As the area is already developed and does not constitute a greenfield site, the potential impacts to wildlife and nearby watercourses from vegetation clearing during construction are considered negligible. Additionally, our background review did not identify the presence of species at risk (SAR) within the study area, however historical investigations completed (Aquafor Beech 2021) on lands to the west (beyond the boundaries of the subject property), identified the several species at risk including endangered bats and monarch butterflies.



As this was a desktop-level study, the naturalized areas surrounding the existing stormwater management pond (located at 260 East Beaver Creek), and the undeveloped lands to the northeast (near Norman Bethune Ave and Hwy 404), were not assessed for the presence of SAR.

## 7.0 Source Protection

The Site is on lands under the jurisdiction of the Toronto and Region Conservation Authority (TRCA) and is within the Credit Valley-Toronto and Region-Central Lake Ontario Source Protection Region (CTC). The CTC has developed approved policies for the protection of existing and future municipal drinking water sources, based on potential threats and aquifer vulnerability. These plans also outline measures to prevent, reduce or eliminate risk to drinking water sources.

The susceptibility of an aquifer to contamination is evaluated to identify the most vulnerable areas surrounding a drinking water source. There are four (4) types of vulnerable areas as defined by the Clean Water Act, 2006:

- Highly vulnerable aquifer (HVA): aquifers in which an external source is likely to have a significant adverse effect, this includes the land above the aquifer
- Significant groundwater recharge area (SGRA): an area in which it is necessary to regulate or monitor drinking water threats, that could affect the recharge of an aquifer
- Surface water intake protection zone (IPZ): an area related to a surface water intake area in which it is necessary to regulate or monitor drinking water threats
- Wellhead protection area (WHPA): an area related to a wellhead, within which it is necessary to regulate or monitor drinking water threats

As shown on Figure 5, much of the Site, excluding the west and southwest portion, is located within a HVA. The subject property is not located within a WHPA or surface water IPZ. Groundwater or surface water resources within a HVA are relatively sensitive to chemical or pathogen contamination. Although precautionary measures to protect groundwater and surface water resources must be applied on all projects, additional protection measures and related documentation may be required where study areas fall within these zones. For example, within an HVA a Salt Management Plan is required, similarly, where industrial or commercial practices may handle or store organic solvents or Dense Non-Aqueous Phase Liquids (DNPL), the municipality should implement and promote best management practices.

## 8.0 Environmental Concerns, Data Gaps and Potential Constraints

The subject property is ideal for infill and intensification as the land is already developed and the parcel does not fall within any designated environmental protection zones such as, the Greenbelt, Oak Ridges Moraine or an area designated as significant natural heritage. Notwithstanding, based on the available information, the following data gaps, environmental concerns and potential constraints should be considered.



## **Species at Risk**

Our review included a desktop study only. While the information provided suggests that species at risk are not likely a concern across the study area, in-field investigations should be completed prior to development. Focus should be given to the existing stormwater management facility and any other naturalized areas in accordance with applicable legislation.

## **Record of Site Condition**

Where a change in land use is proposed to a more sensitive designation such as, from commercial to residential or parkland, a Record of Site Condition (RSC) is typically required under Ontario Regulation 153/04. Given that the study area includes a gas station which is considered a Potential Contaminating Activity (PCA), a Phase I Environmental Site Assessment (ESA) is recommended to identify the risk of contamination and the need for further investigations, such as a Phase II ESA, which may be warranted in portions of the Site.

Consideration on the proposed commercial uses of the Site is required due to Source Water Protection. Appropriate mitigations and controls will be required for commercial uses that represent high-risk sources for contamination such as gas stations and dry cleaners.

## **Groundwater Considerations and Dewatering**

Based on our review of the Ministry WWR database, monitoring wells have been installed across the study area in support of previous development. If these wells exist and are determined to be no longer required, or if they are determined to be at risk of damage from Site activities, the wells should be properly decommissioned in accordance with O. Reg. 903.

Although the water table is relatively shallow across the Site (<5 mbgs), significant dewatering efforts are not likely required due to the presence of low permeability soils. However, historical reports have identified water bearing seams of silt and sand within the till unit, which could contribute more substantial groundwater inflows during excavation. Particularly, if excavations encounter water-bearing seams of silt and sand (i.e. discontinuous layers of the ORM within the till).

In such cases, additional dewatering efforts may be needed, including temporary construction dewatering permits from the Ministry or, the need for a permanent dewatering system, depending on site conditions and development options. However, some municipalities, including the City of Toronto, no longer permit permanent dewatering systems; therefore, confirmation of the City of Richmond Hill's requirements should be obtained early in the planning process.

Although the data provided suggests that permits for construction dewatering may not necessarily be required, some degree of dewatering is anticipated due to shallow groundwater conditions and the need to manage inflows during excavation. One potential constraint is the identification of discharge locations, which must be addressed early in the planning process. Historical reports provided for our review indicated that discharge from resulting from previous development was either directed to the City's sewer system (Coffey 2011), or local ditches (WSP, 2018) provided the water quality meets the applicable Sewer Use By-Laws or Provincial Water Quality Objectives (PWQO). Confirmation of acceptable discharge routes and requirements should be obtained in advance, particularly in areas where higher volumes of groundwater may be encountered. In most cases a discharge permit or authorization is required by either the City, TRCA or the MECP, along with confirmatory sampling to demonstrate compliance with applicable Standard or Regulations.



The geotechnical considerations for development are highly dependent on the proposed building design, location and subsurface conditions and should be informed by site-specific field data. Similarly, additional in-field hydrogeologic studies should be completed by the proposed developer as part of regulatory and/or municipal approvals.

## 9.0 Statement of Limitations

This report has been prepared by SLR Consulting (Canada) Ltd. (SLR) for Gladki Planning Associates Inc. (Client) in accordance with the scope of work and all other terms and conditions of the agreement between such parties. SLR acknowledges and agrees that the Client may provide this report to government agencies, interest holders, and/or Indigenous communities as part of project planning or regulatory approval processes. Copying or distribution of this report, in whole or in part, for any other purpose other than as aforementioned is not permitted without the prior written consent of SLR.

Any findings, conclusions, recommendations, or designs provided in this report are based on conditions and criteria that existed at the time work was completed and the assumptions and qualifications set forth herein.

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## 10.0 Closure

Regards,

**SLR Consulting (Canada) Ltd.**

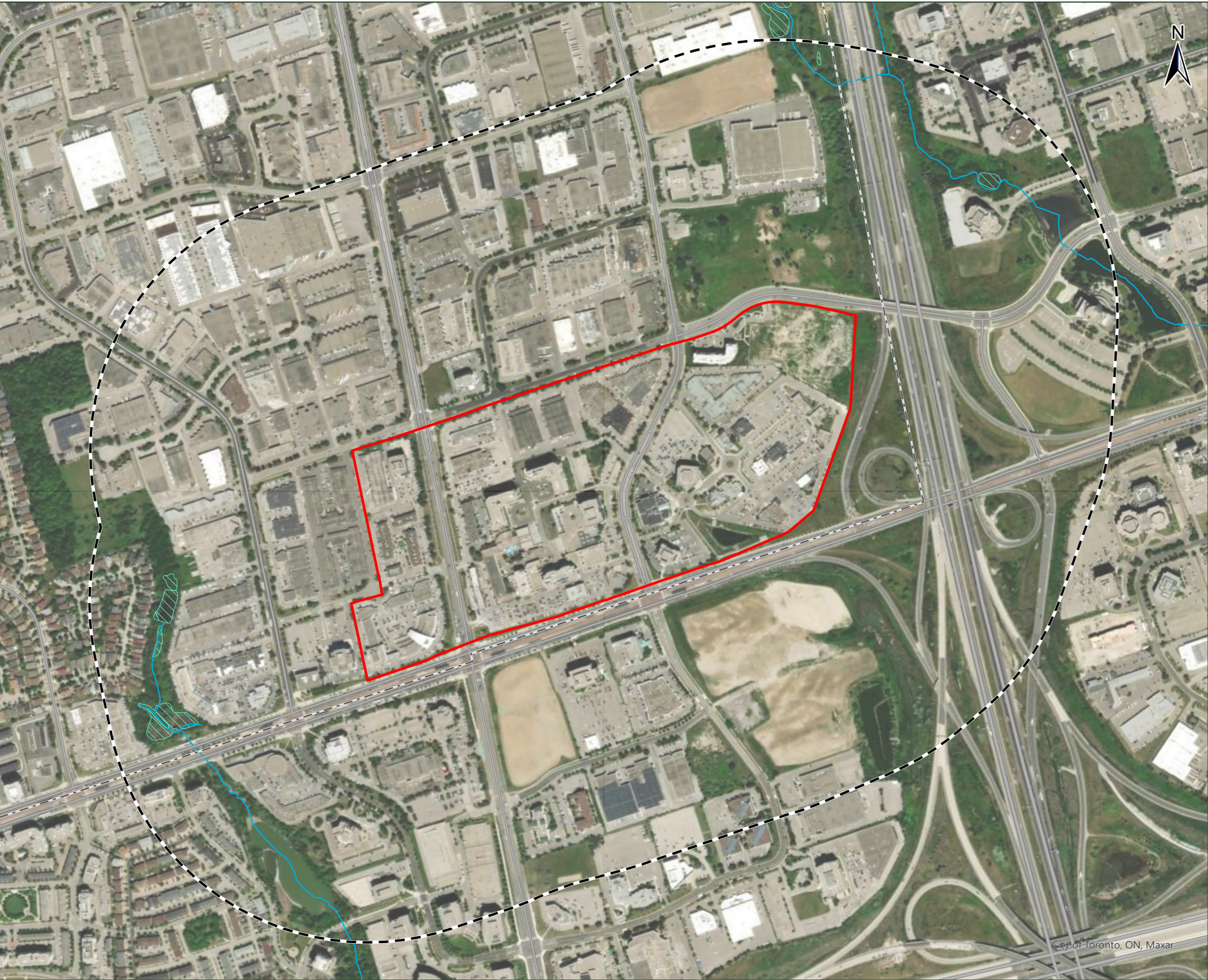


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Attachments    Figure 1 – Site Plan  
                      Figure 2 – Topography  
                      Figure 3 – Background Data Review  
                      Figure 4 – Surficial Geology  
                      Figure 5 – Source Water Protection





**LEGEND:**

-  SITE BOUNDARY
-  STUDY AREA (500 M BUFFER OF SITE)
-  HIGHWAY
-  MAJOR ROAD
-  WATERCOURSE (PERMANENT)
-  MUNICIPAL BOUNDARY (LOWER TIER)
-  UNEVALUATED WETLAND (MNR)

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CITY OF RICHMOND HILL  
EAST BEAVER CREEK SECONDARY PLAN AREA

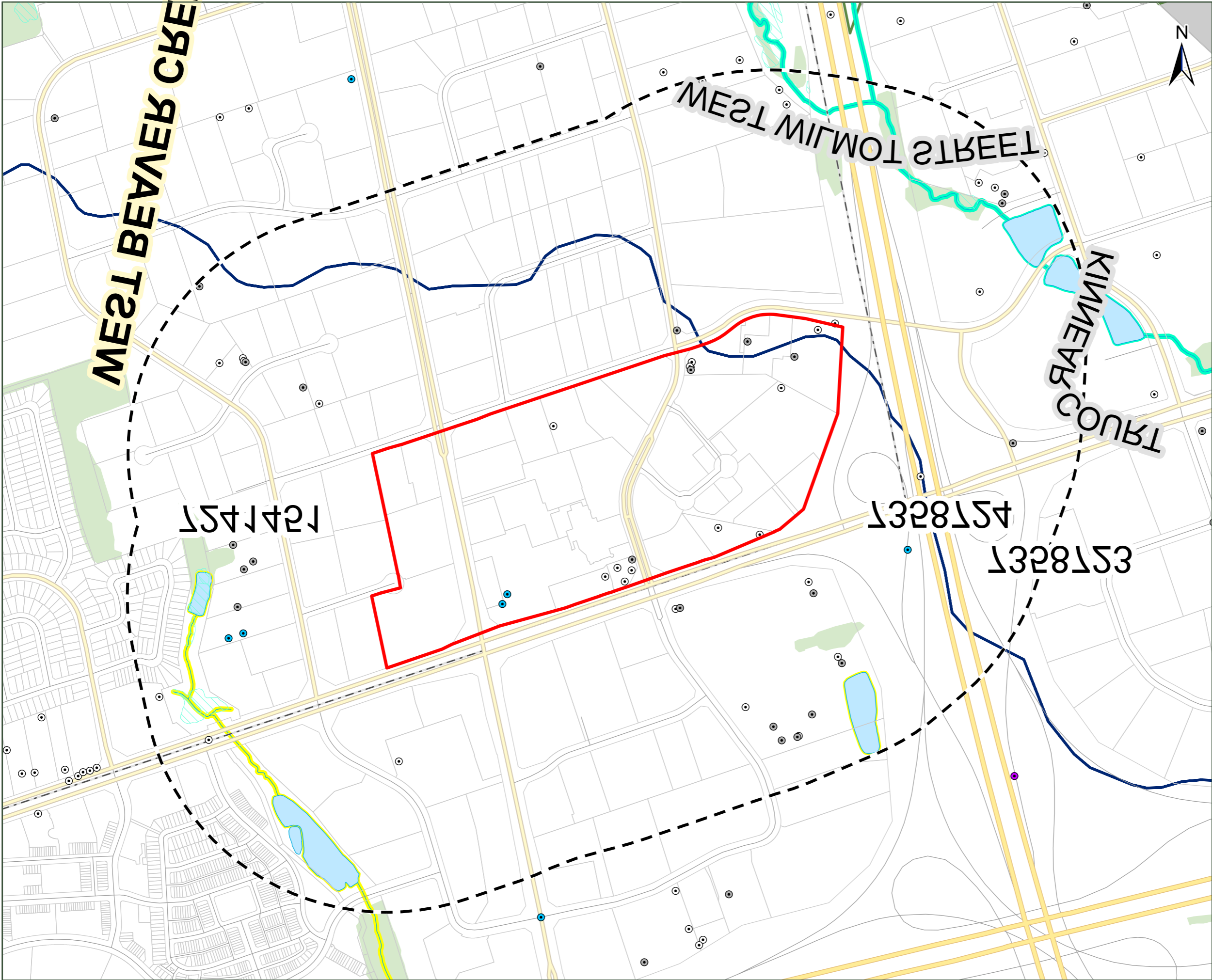
SECONDARY PLAN AREA

**SITE PLAN**



FIGURE NO:  
**1**





**LEGEND:**

- SITE BOUNDARY
- STUDY AREA (500 M BUFFER OF SITE)
- AQUATIC RESOURCE AREA SURVEY POINT (MNR)
- HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- AQUATIC THERMAL REGIME - COOL
- AQUATIC THERMAL REGIME - WARM
- WATERCOURSE (PERMANENT)
- AIRPORT (OFFICIAL)
- MUNICIPAL BOUNDARY (LOWER TIER)
- WATERSHED BOUNDARY
- WATERBODY
- UNEVALUATED WETLAND (MNR)
- MUNICIPAL PARK
- WOODED AREA

**WATER WELL LOCATION (MECP) - WELL STATUS**

- MONITORING AND OBSERVATION WELL / TEST HOLE
- WATER SUPPLY
- DEWATERING
- UNKNOWN USE

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CITY OF RICHMOND HILL  
 EAST BEAVER CREEK SECONDARY PLAN AREA

SECONDARY PLAN AREA

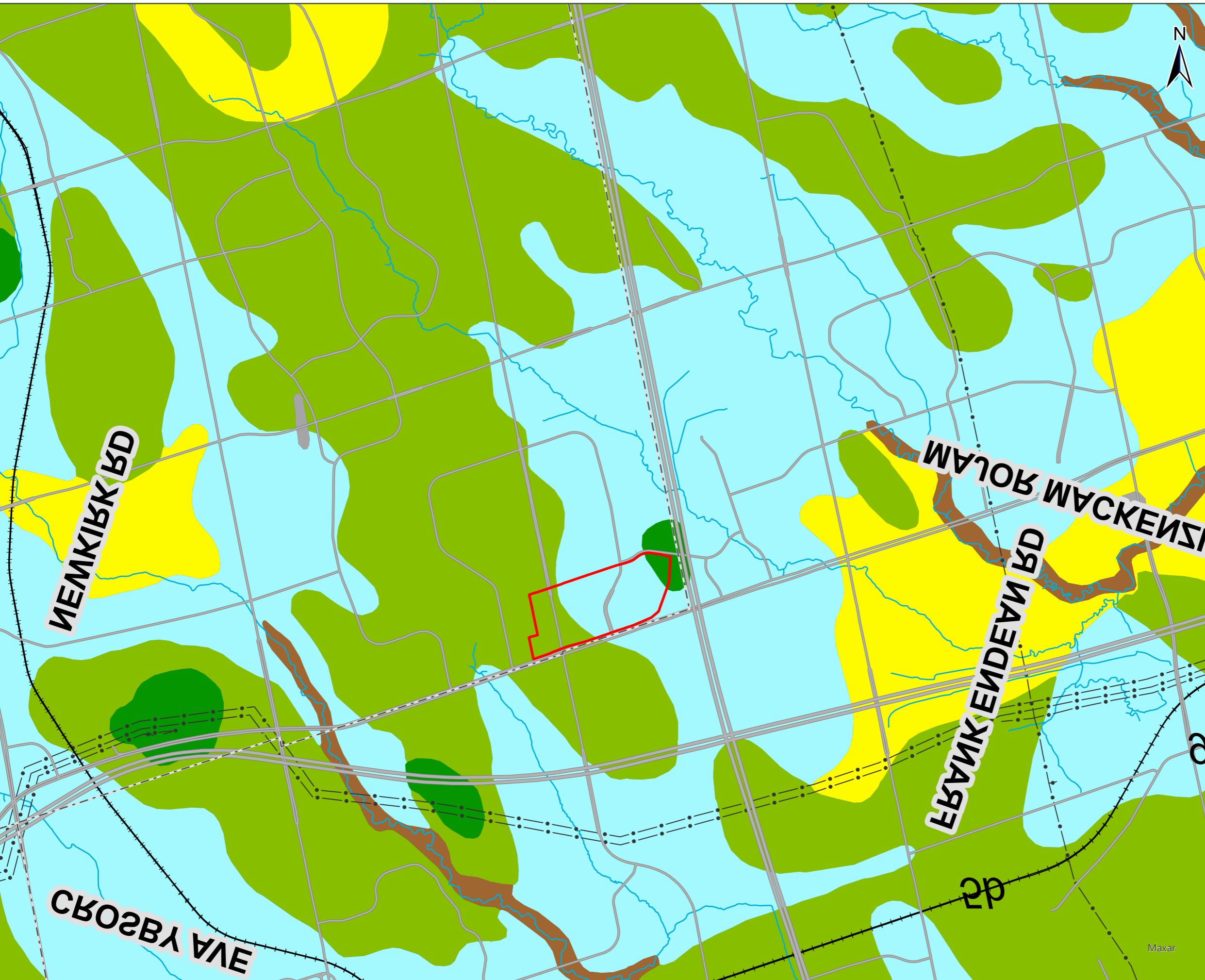
**BACKGROUND DATA REVIEW**



FIGURE NO:  
**3**

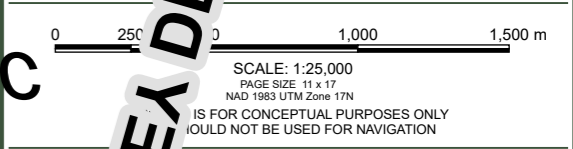
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GIS PATH: G:\Projects\241\241\_032045\_EastBeaver\SecPlan1\_Workspace1\_Maps\202505\_SecondaryPlan\241\_032045\_SecPlan.aprx || 241\_032045\_01\_SGeo



- LEGEND:**
- SITE BOUNDARY
  - HIGHWAY
  - MAJOR ROAD
  - RAILWAY - OPERATIONAL
  - TRANSMISSION LINE
  - WATERCOURSE (PERMANENT)
  - MUNICIPAL BOUNDARY (LOWER TIER)
  - PROVINCIALLY SIGNIFICANT WETLAND (MNR)
  - UNEVALUATED WETLAND (MNR)
- SURFICIAL GEOLOGY**
- 5B: STONE-POOR CARBONATE-DERIVED SILTY TO SANDY TILL
  - 5D: GLACIOLACUSTRINE-DERIVED SILTY TO CLAYEY TILL
  - 8A: MASSIVE-WELL LAMINATED
  - 9C: FORESHORE-BASINAL DEPOSITS
  - 19: MODERN ALLUVIAL DEPOSITS
  - 20: ORGANIC DEPOSITS

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 SURFICIAL GEOLOGY: ONTARIO GEOLOGICAL SURVEY 2010. SURFICIAL GEOLOGY OF SOUTHERN ONTARIO; ONTARIO GEOLOGICAL SURVEY, MISCELLANEOUS RELEASE--DATA 128-REV ISBN 978-1-4435-2483-4 [DVD] ISBN 978-1-4435-2482-2



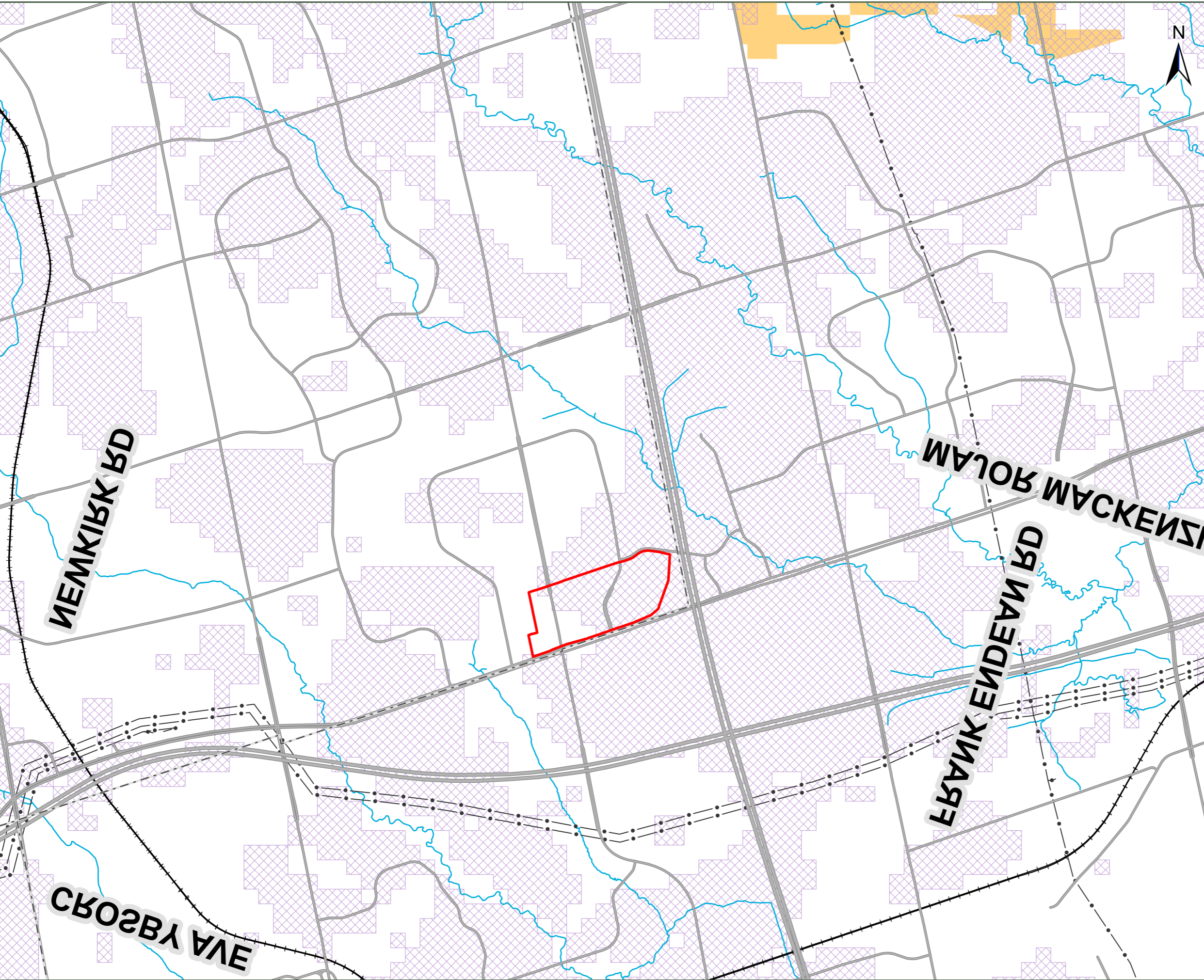
CITY OF RICHMOND HILL  
 SAVER CREEK SECONDARY PLAN AREA

SECONDARY PLAN AREA

**SURFICIAL GEOLOGY**

SLR FIGURE NO:  
**4**

DATE: Sept. 16, 2025 PROJECT NO: 241.032045.00001



- LEGEND:**
- SITE BOUNDARY
  - HIGHWAY
  - MAJOR ROAD
  - RAILWAY - OPERATIONAL
  - TRANSMISSION LINE
  - WATERCOURSE (PERMANENT)
  - MUNICIPAL BOUNDARY (LOWER TIER)
  - HIGHLY VULNERABLE AQUIFER (HVA)
  - SIGNIFICANT GROUNDWATER RECHARGE AREA



Beaver Creek

MEMKIRK BVD

WACKENSIE DR E

ENDEMI BVD

CROSVY AVE

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 BEAVER CREEK SECONDARY PLAN AREA

SECONDARY PLAN AREA

**SOURCE WATER PROTECTION**



FIGURE NO:  
**5**