

# EAST BEAVER CREEK SECONDARY PLAN

Engagement Summary – Phases 1 & 2 (September 2025)

## Table of Contents

1. Background.....	0
2. Overview of Engagement Activities .....	2
3. Meeting Promotion .....	4
4. Thematic Summary .....	6
5. Areas of Greatest Consensus .....	11
6. Next Steps .....	12
Appendix A .....	13
Appendix B .....	35
Appendix C .....	42

## 1. Background

The City of Richmond Hill has identified the East Beaver Creek area (EBC) as a Local Centre in the City Structure of the Official Plan, which was enabled through an employment conversion under the York Region Official Plan, 2022 (ROP). Local Centres are envisioned to support intensification and a broad range and mix of uses. EBC is expected to undergo a significant transition over time from its current context as an employment-focused area within the broader East Beaver Creek Business Park into to a thriving mixed-use centre.

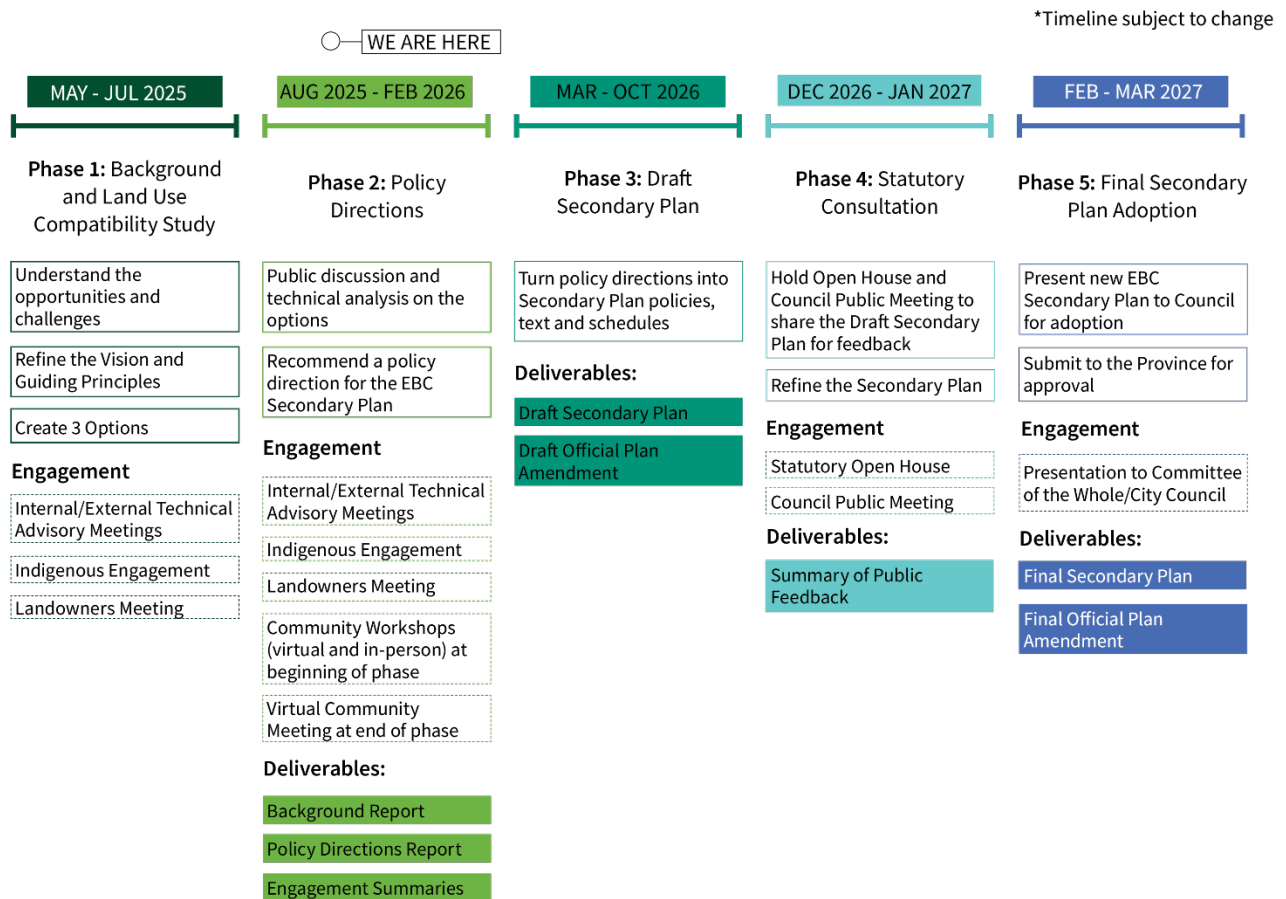
The purpose of this project is to prepare a planning framework for the Study Area to effectively plan for intensification and guide the land use, urban design, and hard and soft infrastructure requirements within the Study Area. Gladki Planning Associates (GPA) has been retained by the City of Richmond Hill to lead the study, along with DTAH, SLR, and Parcel as sub-consultants. As outlined in the project’s Engagement Strategy, engagement will occur with the community, external stakeholders, Indigenous rightsholders and major landowners. Public and stakeholder feedback will be an important input to the secondary plan.

This document will summarize the findings from engagement to-date in Phases 1 and 2, which corresponds with the information provided in the Background Report. The entire project consists of 5 phases (see Figure 1), with additional engagement touchpoints planned for the end of Phase 2 (Policy Directions), Phase 4 (Statutory Consultation), and Phase 5 (Final Secondary Plan Adoption).

# East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

The feedback presented in this document has been summarized by the project team and represents feedback heard through the engagement process to date.

Figure 1. Project Timeline, East Beaver Creek Secondary Plan Study.



## 1.1. Engagement Objectives of Phase 1

1. Share information and the timeline for the East Beaver Creek (EBC) Secondary Plan study.
2. Collect initial feedback from major landowners and Indigenous rightsholders about the existing conditions, vision and guiding principles, and – for Indigenous rightsholders – how they would like to be involved throughout the study process.

## **1.2. Engagement Objectives of Phase 2**

1. Discover together what makes the East Beaver Creek and Highway 7 area unique and how future development will integrate with existing and adjacent communities and land uses.
2. Incorporate creativity and fun into engagement activities to encourage participation and build excitement for the project.
3. Ground-truth the refined Vision and Guiding Principles with the public.
4. Use the three Options as a starting point for a discussion about how various elements of the secondary plan could come together.
5. Provide an opportunity for the community to voice any concerns to the study team.

## **2. Overview of Engagement Activities**

### **2.1. Major Landowners Meetings - Phase 1 & 2**

Two major landowner meetings were held for the East Beaver Creek Secondary Plan background study. The first took place on June 10, 2025 (1:00–2:00 pm) with about 10 attendees, including consultants, city staff, and six landowner representatives covering properties along York Boulevard, Norman Bethune Avenue, East Beaver Creek Road, and Leslie Street. This meeting focused on sharing the study timeline, discussing stormwater pond coordination, transportation and public roads, and hearing about landowner development aspirations and timelines.

The second meeting was on September 5, 2025 (10:30 am–12:00 pm) with around 16 attendees, including consultants, city staff, and six landowner representatives for properties on East Beaver Creek Road, Sheridan Parkway, York Boulevard, Norman Bethune Avenue, and Leslie Street. This session presented the vision, guiding principles, and development options, and discussion centered on the local centre versus KDA designation, stormwater pond function, block sizes, the street network, parks and plazas, and opportunities for higher-intensity development.

### **2.2. Meeting with the Mississaugas of the Credit First Nation – Phase 1**

An introductory meeting with the Mississaugas of the Credit First Nation (MCFN) was held on June 9, 2025 (3:00–4:00 pm) which was attended by 8 attendees. Participants included the consulting team, City staff and three MCFN representatives (an environmental coordinator, a consultations manager, and a policy coordinator). The purpose was to share the East Beaver Creek Secondary Plan study timeline and gather initial feedback. Discussion covered the planning context, growth and intensification objectives, and related initiatives. MCFN requested opportunities to review environmental studies and reports, supported the use of archaeological assessments, and suggested incorporating MCFN cultural heritage into future parks and open spaces. Next steps included adding MCFN representatives to the project mailing list and re-engaging them when the draft secondary plan is ready for review.

### 2.3. Community Workshops

Two community workshops were held in August 2025 to engage residents on the East Beaver Creek Secondary Plan background study. The virtual workshop took place on August 18, 2025 via Zoom from 6:30–8:30 pm, with a presentation on the background, vision, guiding principles, and conceptual development options, followed by small-group breakout discussions facilitated by City staff and the Project team. A total of 49 participants attended this session. The in-person workshop was held on August 20, 2025 at the City of Richmond Hill Municipal Offices from 6:30–8:30 pm, structured with an opening presentation and small-group discussion stations where participants reviewed the vision, guiding principles, and three options, supported by printed panels, reference booklets, and comment sheets. A total of 68 participants attended this session. Both workshops aimed to validate the refined vision, gather community feedback on the options, and provide opportunities for concerns and ideas to be shared directly with the study team.

During the workshops, participants were asked to reflect on what they currently like or dislike about East Beaver Creek, and to share future ideas for the community, ranging from parks, shops, and gathering spaces to broader themes such as safety, inclusivity, and vibrancy. In reviewing the three development options, participants were invited to comment on what they liked and what they would change, with prompts to consider topics such as the street and block network, movement and mobility, parks and open spaces, built form and building heights, and the types of amenities and community facilities needed to support a complete community.

The detailed meeting notes are included in *Appendix A*.

### 2.4. Online Survey

An online survey consisting of 11 questions was prepared by the project team and hosted on the EBC project webpage from August 12 through August 27 (2 weeks). A total of **56** responses were received. The purpose of this online survey is to gather community feedback on current conditions, priorities, and ideas for shaping the future growth and development of the East Beaver Creek Secondary Plan.

Most respondents (64%) were residents of EBC. They described the location of EBC as one of the best things about the area, followed closely by the number and diversity of restaurants. Traffic congestion on Highway 7 was overwhelmingly identified as an area for improvement. Many elements of the proposed Vision and Guiding Principles for EBC resonated with survey respondents, though the idea of a “gateway”, “interesting and beautiful buildings”, and “diverse and inclusive community” were identified by less than 30% as being important. Respondents encouraged the City to plan for parks and open space, community and recreation centres, daily needs retail, and a range of housing options. Over 60% of respondents stated they would be likely to walk or cycle in the area if active transportation infrastructure were improved. There was near unanimous (98%) support for a large, centrally-located Community Park with smaller urban open spaces dispersed throughout the area, as reflected in the draft options. There was also significant consensus that the

most appropriate land use for the northern edge of the study area (abutting the employment area) is non-residential.

More than half of respondents (52%) stated that they think there should be no new high-rise buildings (9+ storeys) in EBC, favouring the lowest density option presented or, in some cases, no change to the existing condition. Based on comments provided, many respondents worry high-rise development will worsen traffic congestion and introduce more density within and around existing high-rise residential buildings at 9015 and 9017 Leslie Street.


Summary statistics from the online survey are available in *Appendix B*.

## **2.5. Post-Community Workshops Correspondence**

Following the Community Workshops and stakeholder engagement, members of the public and interested and affected parties were invited to submit comments by email to City staff. The City received a letter from the Board of the Condominium Corporation of 9015 and 9017 Leslie Street, attached in *Appendix C*.

## **3. Meeting Promotion**

Promotion of the engagement was handled by the City of Richmond Hill's Communication Department. The following table contains a summary of how consultation activities were promoted to the public:

Promotion Method	Description
<b>Dedicated Webpage with the most up-to-date information on the consultation and overall initiative</b>	<ul style="list-style-type: none"> <li>Created an easy-to-remember web address that residents can access: <a href="http://richmondhill.ca/EBCSecondaryPlan">richmondhill.ca/EBCSecondaryPlan</a></li> </ul> <p>Available at all times:</p> <ul style="list-style-type: none"> <li>○ Consultations details and registration information</li> <li>○ Access the online survey</li> </ul>
<b>Social Media</b>	<ul style="list-style-type: none"> <li>Facebook posts leading up to each open house and reminder posts to complete online survey leading up to its closing.</li> </ul>  <ul style="list-style-type: none"> <li>X posts leading up to each open house and reminder posts to complete the online survey leading up to its closing</li> </ul>
<b>Public Service Announcement</b>	<ul style="list-style-type: none"> <li>Notifying different media outlets and the public</li> </ul>
<b>Richmond Hill Homepage</b>	<ul style="list-style-type: none"> <li>Prominent banners about the consultation and survey</li> </ul>
<b>Promotional Posters</b>	<ul style="list-style-type: none"> <li>Posted in all Richmond Hill community centres</li> </ul>
<b>LCD Displays</b>	<ul style="list-style-type: none"> <li>Displayed in all Richmond Hill community centres</li> </ul>
<b>LED Digital Signs</b>	<ul style="list-style-type: none"> <li>In front of Richmond Hill's Beaver Creek building and other City facilities</li> </ul>
<b>Mayor and Council</b>	<ul style="list-style-type: none"> <li>Mayor and Council helped to spread the word by sharing promotional initiatives and graphics with their constituents.</li> </ul>
<b>Media Exposure</b>	<ul style="list-style-type: none"> <li><a href="http://www.yorkregion.com">August 15th Article on YorkRegion.com</a></li> </ul>

## 4. Thematic Summary

### 4.1. Towards a Complete Community

There were many comments celebrating EBC as a beloved place. Its location makes it highly attractive to both residents and businesses and its multicultural food scene draws people from across the Region and beyond. People described EBC as a destination to gather with friends, relatives, and colleagues. These qualities underscore the valuable community life already present here.

At the same time, many participants noted certain elements of a complete community were lacking. While EBC offers restaurants, hotels, and offices, residents do not have local access to basic services, shops and facilities needed to support daily life. Several participants said they have to leave the area for groceries, schools, or community facilities: “I drive 3 km to go to the park. There are no community amenities here.”

Many raised concerns that the area does not have nearby schools. They noted existing schools in the broader community are overcrowded and rely on portables, and they questioned how new residential development could be accommodated without clear plans for new schools. Seniors added that there are no retirement homes, assisted living residences, or programming spaces that cater specifically to older adults.

There were some comments suggesting that redevelopment could integrate these missing elements. Participants said grocery stores, gyms, and small-scale retail could be located in the podiums of new buildings, creating mixed-use blocks where residents can access services close to home. A few also emphasized that medical offices, clinics, and pharmacies should be considered as part of future development. Landowners confirmed medium- to long-term development visions that included retail/entertainment at-grade and with residential and office uses above.

### 4.2. Mobility and Connectivity

There were many comments raising concerns about traffic and movement. Highway 7 was repeatedly described as congested “from morning until evening,” and participants questioned how additional development could be supported without worsening conditions. Transit was seen as limited: “If it was a rapid transit system like Vancouver or Hong Kong, I would take it. But it’s not dependable.” Seniors noted that buses are not practical, particularly in winter, making car dependence a necessity.

There were some comments calling for improved pedestrian and cycling infrastructure. Participants noted gaps in the sidewalk network, such as along York Boulevard, and described major intersections as unsafe for crossing. Seniors highlighted that signal times are too short: “It takes me twice to cross Highway 7.” Suggestions included adding mid-block crossings, extending pedestrian signal times, and calming traffic along internal streets. Cycling was seen as desirable by some, but others doubted it was realistic in such a highway-oriented district.

Several participants suggested covered or underground pedestrian walkways, similar to Yonge and Sheppard, to provide safe and comfortable movement year-round. A couple of comments proposed shuttles within EBC for seniors to reach shops or medical facilities. Others emphasized that traffic studies should consider the broader region, since growth in Markham, Vaughan, and other Highway 7 centres will indirectly affect EBC.

Overall, participants described EBC as highly car-dependent today, and while some welcomed opportunities to improve walkability, there was broad concern about whether transit and road networks can realistically support additional density.

### **4.3. Convenience and Safety**

There were many comments about convenience. Participants said EBC is valued for its central location, easy access to Highways 404 and 407, and proximity to Toronto. Many praised its restaurants and businesses, describing it as “a destination for family restaurants and commercial uses.”

At the same time, there were many comments pointing to safety challenges. Seniors and other residents described difficulties crossing major arterials, citing fast-moving vehicles and insufficient crossing times. Some noted the lack of sidewalks in certain areas makes walking unsafe. One resident observed: “The streets are too wide, with three lanes, and it doesn’t feel walkable.”

There were some comments about specific safety concerns, including scooters travelling at high speeds on sidewalks and incidents of crime near the restaurant campus. Others stressed that designing spaces with active frontages and pedestrian presence would improve safety, as more people would create natural surveillance.

Overall, participants valued the convenience of EBC’s location but wanted stronger attention to pedestrian and traffic safety in its redevelopment.

### **4.4. Green and Sustainable Spaces**

There were many comments highlighting the need for green space. Participants described EBC as overly paved and lacking trees, shade, and natural features. Several said greenery is essential for livability and comfort, especially as density increases. These comments are not atypical and reflect the current context of EBC which has functioned as a long-standing employment area for many decades.

The stormwater pond drew repeated attention. Residents and landowners suggested it could serve dual purposes as infrastructure and a recreational space with trails, seating, and connections to a larger park system. One said: “Make the pond a natural feature on the site.” City staff confirmed renewal and expansion would be required, and that integration into the park network would be considered if it did not compromise the function of the facility.

There were some comments about sustainability and resilience. Participants asked for permeable surfaces, tree planting, and mitigation measures to reduce air and noise pollution from surrounding highways.

There were few comments urging that new parks and green spaces should be designed as destinations, with programming that encourages people to use them regularly rather than just serving as decorative landscaping.

#### **4.5. Growth, Density, and Development**

There were many comments expressing concern about tall buildings and the overall scale of density being proposed, particularly around Highway 7 and Leslie Street, where an active development application is underway (600 Highway 7 East, 650 Highway 7 East, and 9005 Leslie Street). Residents living nearby, including those in the existing towers at 9015 and 9017 Leslie Street, shared strong sentiments opposing high-rise development above 9 storeys. They pointed to traffic congestion, shadows, and incompatibility with existing buildings as their main worries.

While most participants acknowledged that redevelopment is necessary to deliver desired community amenities, many questioned why the densities are as high as proposed. Certain participants were particularly impassioned about increases in density in EBC. They rejected the idea of creating a high-density community, instead expressing a clear preference for a low-density community with low- to mid-rise buildings and more gradual population growth. They cautioned that pursuing high-density would risk repeating “past mistakes made in similar high-density areas within the GTA.” There was less opposition to taller buildings closer to Highway 7 and Highway 404, where the impacts were considered less severe.

There were strong opinions about the type of housing being planned, with residents concerned that too many small, one-bedroom condominiums would result in “investor condos” rather than homes for families. As one resident stated: “We don’t need more investor condos, we need homes for families.”

A minority of participants supported higher densities, citing the housing crisis and the need for Richmond Hill to remain competitive with Vaughan and Markham. For these individuals, taller buildings were considered part of the solution to regional housing challenges.

Major landowners, in contrast, expressed aspirations for high-rise, mixed-use redevelopment. Several encouraged the City to study a change in the Official Plan designation from “Local Centre” to a “Key Development Area” to permit greater densities and building heights. This reveals a clear difference between the caution voiced by many residents and the ambitions advanced by landowners.

#### **4.6. Parks, Recreation, and the Public Realm**

There were many comments strongly supporting the creation of a large, central park as the anchor of redevelopment. Participants said they preferred one major park over a series of smaller parkettes. Bayview Hill Park was suggested as a precedent for the type of park participants would like to see in EBC.

There were some comments about programming. Participants wanted spaces for all age groups, including pickleball and tai chi areas for seniors, playgrounds and splash pads for children, and sports fields for youth. Some also suggested connecting the central park with the stormwater pond to create a recreational loop. Representatives from the Mississaugas of the Credit First Nation suggested an opportunity for the integration of Indigenous cultural heritage into open space design.

Feedback received also questioned whether enough land would be available to secure meaningful park space, but the broad consensus was that parks must be central to the plan.

#### **4.7. Community Services & Social Infrastructure**

There were numerous comments about missing community services and facilities. Participants asked for libraries, theatres, community centres, child care facilities, gyms, and swimming pools. One resident said: “There’s nowhere to go at night. We want a place to walk to with a purpose.”

There were some comments specifically about schools. Parents noted that schools in the area are already overcrowded, and warned that new residential development must be matched by new school construction.

There were a handful of comments about safety-related services, including requests for stronger community vigilance and closer access to emergency services.

#### **4.8. Employment and Economic Role**

There were many comments recognizing EBC as an economic hub. Residents described it as “the earning engine of Richmond Hill,” pointing to its restaurants, hotels, offices, and industrial areas.

There were some comments expressing concern that too much residential development could undermine this role. Participants supported keeping employment west of Leslie Street and along East Pearce Street.

There were few comments from business owners, who said rents have increased by over 30%, raising concerns about business sustainability as redevelopment occurs.

#### **4.9. Inclusivity and Community Identity**

There were some comments emphasizing inclusivity. There was great appreciation for the diverse food offerings in the area and other celebrations of culture (e.g. Lunar New Year festivities). Participants said EBC should offer diverse housing options, including family-sized apartments, affordable rentals, and housing suitable for seniors. Residents also highlighted the multicultural identity of the area, noting the contributions of East and South Asian communities.

#### **4.10. Implementation and Other Considerations**

There were many comments about the secondary plan process and implementation of redevelopment.

Residents asked how traffic studies would be incorporated into the secondary plan study, whether the City had already selected a preferred option, and how long redevelopment would take. Other technical issues raised included wind tunnel effects, aquifer conditions, minimum/maximum parking standards, and regulations around micromobility devices.

There were few comments urging that certain improvements – such as sidewalks, park space, and road connections – be delivered early, before or alongside major development.

The active development application within the secondary plan area at Highway 7 and Leslie Street was the impetus for much of the community interest in the secondary plan study. Residents shared concerns about the proposed development and wanted to understand how the secondary plan and the City’s review of that development application would coordinate.

Landowners urged consideration of property ownership and existing buildings when street alignments are determined in future phases help ensure the movement network can be implemented through redevelopment.

The Mississaugas of the Credit First Nation recommended a Stage 1 archaeological assessment, though the area is disturbed.

#### **4.11. Discussion and Feedback on the Land Use Options**

The three Options presented were the focus of extensive discussion and deliberation. Overall, there were many comments emphasizing concerns about scale, impacts on existing uses, and traffic, though many participants also recognized the need for redevelopment.

Option 1 (Lower Density): There were many comments identifying this as the most acceptable option. Participants indicated they could “live with” this approach, as it had lower overall heights and more dispersed distribution of buildings. Even so, residents asked that maximum heights be reduced further and taller buildings be located farther from existing residential buildings.

Option 2 (Medium Density): There were not many comments on this option. Participants said it was not distinctive from the other Options.

Option 3 (Higher Density): Feedback on Option 3 was generally mixed. There were some comments in favour, largely from participants who pointed to housing supply needs: “We are in a housing crisis - Option 3 has the density we need.” In addition, some residents who preferred Option 1 felt that taller buildings located between East Beaver Creek Road and Highway 404 could be incorporated into Option 1 to increase the overall density without too many negative impacts. However, there were more comments opposing the building heights and densities shown in Option 3. Participants expressed concerns about traffic, shadowing, and character impacts. Others cited negative precedents: “Projects around Richmond Hill Centre and Vaughan Mills are very bad - no one walks there, and it’s just a wind tunnel.”

Several participants proposed a 4th option suggesting more reduction in intensity. Key features suggested included:

- Spreading out development with fewer buildings overall.
- Ensuring no new buildings are placed adjacent to 9015 and 9017 Leslie Street.
- Introducing parkland or public space in front of the existing residential towers.
- Lower overall building heights.
- Adding more roadways and controlled intersections to improve access and manage traffic.
- Expanding pedestrian walkways and signalized crossings.

In one breakout group, the majority of participants said they wanted to keep the area as it is, effectively turning the 4th option into a call for minimal change. They expressed strong opposition to new development and increases in density, saying each of the three proposed options failed to address their needs.

Cross-Cutting Themes: Across all Options, participants emphasized that traffic studies must be completed, a large central park must be included, height transitions must be respected, and non-residential uses must be retained. Moreover, Infrastructure and community services should be delivered in parallel with growth.

## 5. Areas of Greatest Consensus

Across the engagement process, several themes stood out as areas of strong agreement among participants and survey respondents:

- 1. TRAFFIC AND CONGESTION AS THE TOP CONCERN**
- 2. SKEPTICISM ABOUT SUPER-TALL TOWERS / MIXED VIEWS ON DENSITY**
- 3. NEED FOR A LARGE CENTRAL PARK**
- 4. RETENTION OF NON-RESIDENTIAL USES AT THE NORTHERN EDGE**
- 5. PROVISION OF COMMUNITY SERVICES AND FACILITIES**
- 6. MIXED-USE BUILDINGS TO CREATE A COMPLETE COMMUNITY**
- 7. PHASED IMPLEMENTATION AND EARLY DELIVERY OF COMMUNITY-SERVING AMENITIES**

## 6. Next Steps

This Engagement Summary will be considered by Council, for information purposes, alongside a Staff Report and Background Report at the October 22, 2025 Committee of the Whole Meeting. What we have heard during the Phase 1 and 2 engagement activities will help to inform the creation of a Preferred Development Concept and Policy Directions by the end of Phase 2. Engagement on Policy Directions is anticipated to occur in early 2026. The project team will continue engagement with Indigenous rightsholders based on the individual preferences of First Nations.

Feedback from the public and interested/affected parties is a very important input for the secondary plan study. The consultant team and City staff will work to balance conflicting interests and the outcomes of technical analysis in the recommended policy framework for EBC. Thank you to everyone who engaged on this project so far.

## Appendix A

### Community Workshops

This section contains a record of what was shared at the Virtual and In-Person Community Workshops. Feedback was captured by notetakers (members of the consultant team and/or City staff) during small group discussions. Some comments may be paraphrased. The feedback does not represent the opinions of GPA or the City of Richmond Hill and is presented here as part of the public record.

#### **What do you like about EBC as it currently exists and where is there room for improvement?**

##### *Likes:*

- Goes to EBC for the shops and restaurants
- Has friends in the area
- Likes the fact that he's close to lots of the restaurants and facilities that he can easily go to
- Finds the access to highway 404 convenient
- He built his plaza 15 years ago and thinks it's very vibrant, a good place to meet up and is a great area.
- The area is really attractive and is a gateway to the whole of Richmond Hill from the South and East.
- The area has lots of businesses.
- EBC is very accessible to the highway.
- I'm just moving into area, because it has access to area very quickly. It saves me so much time. The gym facilities at the Sheraton parkway.
- Very nice restaurants in the area
- Coming from Hwy 404, near Seneca is a zoo, but this area moves
- Loves having the restaurants nearby. I am retired.
- If you are going to add intensification to the area, I would prefer employment rather than residents. On current Sheraton resident site, green space, low-rise retail
- In Oak ridges we have a community pass and get to park for free, if there are other residents from Markham or elsewhere they have to pay hourly rates.
- EBC is a destination for family restaurants and commercial uses
- Movie theater was a great
- Commercial and restaurant spaces provide value for the area
- EBC is the earning engine of Richmond Hill due to the commercial and industrial areas
- Economic engine of the tax base
- Increasingly advantageous location for transportation with Highway 404 and Highway 7 nearby
- A benefit of the area is vehicular access
- Multicultural nature of the neighbourhood is amazing- lots of Chinese and South Asian communities
- Accessibility of the location is convenient- using the 404 to get to that location from Toronto is very convenient
- Being able to use the 404 – convenient location of municipal offices and the restaurants beside the 404

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

- Multicultural uses – benefit of EBC
- EBC is interesting with an old theatre, limited restaurant ecosystem and municipal offices, it just lacks the residential community to support it.
- Everything along the west side of Leslie is much more approachable than what exists on the east side of Leslie.
- Entertainment value of the area- Restaurants in the area, hotels and municipal building
- It is a destination spot where people go to spend money (go there with a purpose). That is the driving factor and there is not much else.
- It has a relatively new restaurant sector, but it is built on / adjacent to an industrial park. Unless you know of a place or have specific plans to visit, you do not just stumble across this area.
- Transportation: central, accessibility, transit hub
- Food & restaurants – convenient
- Major artery – relief of Hwy 404
- Well accessible to highway and other areas
- Well known and easy to give directions to visitors
- Restaurants in walking area
- Friends in the area
- I like that the purple bus has its own bus lane so it doesn't get stuck in traffic. You can transfer to the blue bus
- I like the restaurants, it is convenient, it's a safe community
- The Sheraton has a tai-chi program
- Very convenient to clinics, doctor office, restaurants
- Good roads vs Toronto, nice restaurants and very convenient restaurants, the people are very friendly and community/residents are very respectful.
- Convenience for driving, access to Highway 404
- Walking to key destinations like Times Square
- Transit service is good
- Lots of food offers like restaurants, bakeries, etc.
- Convenience – easy to get to
- Major roads Highway 7 and Highway 404 –convenient, connected, well-known
- Easy access to the area
- Easy access to restaurant; not easy walking access. City built as a driving city, not a walking city. Cannot walk anywhere, only for exercise; nothing in distance to walk to.
- Convenience to restaurants, 407 highway and being quite central
- Accessible to 404 South and North
- Low density and could be lower (they suggested having it similar to Markham City Centre)

*Improvements:*

- There's lots of seniors, I wonder if there could be more facilities for seniors, not many services for them.
- Was wondering if there could be a nursing home or senior retirement area.
- Comparing it to the area that she lives in, they have a community centre, and a supermarket is planning to be built on the west side.
- Was wondering if community centres can be programmed to seniors since they're geared to younger people, also wants pickleball.
- In the past when the Leslie condos were built, the developers (apparently) told them there would be a walkover. Since there's so much snow on the ground, seniors can't walk in the wintertime so a walk over or covered area to get around would be nice (all weather mobility for seniors)
- It's a car dependent area. Speaking from experience, it's just bus transit, not rapid transit. It is not dependable and cannot support high development projects. The rapid bus does not live up to its name, a glorified name only.
- If it was a rapid transit system like Vancouver, Hong Kong or a subway, I would take it. But it's not dependable (VIVA is not the same as the subway). It's not dependable. There's lot of people on Highway 7, if everyone goes on the bus it'll be jammed. There's no parking. I'm close to 80 years old, I can't walk far, it's not feasible.
- Would love to see it maintain as a local centre, low density. I don't think the location is suitable for high density. Total lack of community amenities, no schools, no recreation facilities, no parkland.
- He drives 3km to go to the park.
- If the city increases the number of residents, he would like it to match what's available currently.
- Looking outside of his condo, he can see the Sheraton. He would like to see further expansion of the hotel and convention facility and make the hotel something Richmond Hill can be proud of. Don't sell it and have it develop into a tower- would rather see the Sheraton expand since it's the only hotel in Richmond Hill, add some commercial facilities too.
- So much development going on but you need to take caution. How do we best use the area to balance recreation, community facilities with development and not overdevelop or cause a blockage of the gateway.
- Increasing residents and more high buildings will be too heavy for the area.
- So much development going on but you need to take caution. How do we best use the area to balance recreation, community facilities with development and not overdevelop or cause a blockage of the gateway.
- Increasing residents and more high buildings will be too heavy for the area.
- He likes the hotel expansion idea and thinks it's a good opportunity for the Richmond Hill office because he wants the city's building and area to have an identity.
- Does not want the area to be crowded or to get blocked.
- Since I've been in the area, I find it very overcrowded, not enough airspace or greenspace.

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

- The two condo buildings shouldn't even have been built. The two condos are on small lot, the view is the Sheraton hotel and conference centre.
- Needs much larger green space
- The cluster of development is too intense and there's pavement and concrete instead of greenspace.
- West of Highway 7 is just stop traffic. Try to avoid Hwy 7. That's what I really don't like about the area. I like having the feeling of a wide-open space. Having high rises around is kind of scary.
- I currently live at Oak-ridges, they built a brand new pickle-ball court. The biggest problem is parking. If you build something like that. I rather see 2-3 tier parking lot to maximize parking
- A theatre might be okay
- We really need a park
- We are car people, some of my friends take go train downtown. I drive.
- It sort of is a halt with stop and go traffic it is quicker by the highway
- With infectious disease, I rather be in the car than share space in public
- If I couldn't drive, I would maybe use an uber. I know the City or Province may have invested millions of dollars, but I see these buses everywhere and they're empty
- One of the participants is disappointed with the plan
- Serious reservations with the plan
- 10 acres piece of land already has 6 acres of development- only 4 acres of developable land, not that much land to develop on
- No talk about development along Highway 7 and Leslie- what's there today will change
- Another participant mentioned restaurants along Highway 7, non-profit organizations and community organizations and density along Highway 7 as a something they like about EBC
- Traffic is chaotic in the area, more density will mean traffic will get worse, need better traffic management to deal with traffic
- Northern access to the 404 needs to be improved
- Lack of northern access forces to traffic to move to Highway 7 and causes traffic jams
- This needs to be improved because traffic moves down to Highway 7 and causes traffic jams
- Not a lot of spaces to build ramps
- After COVID the activity of the area vanished, it was never great but the pandemic drove the nail in a coffin.
- If there are condominiums, then the area will need more destination places or third spaces. Places where people have a reason or purpose to go and stay there vs. just pass by.
- Highway 7 is a very broad street, Leslie is a very busy street and not conducive for crossing. You would probably linger in the commercial plaza by Hilton but that is it. Other strip malls are aging, and a bit contentious.
- I have been working in the area for 40+ years. In all these years there has been limited progress. There was a development on Norman Bethune but it evaporated because of a number of issues. Something needs to change.

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

- Richmond Hill was not expecting this type of growth. The roads and lack of progress is very disappointing. There is not much that can be done except improved urban design and streets that would allow Richmond Hill to be seen in a different light. That said, there is a lack of space, not a lot of room for park space. The drawing / vision does not seem real, just a lot of boxes.
- Parking standards in the area need to be reduced. We need better roads and transit.
- Highway 7 and Highway 404 are stressed and congested. Adding density is going to make the problem worse for this area. To relieve some of this stress, employment uses should be relocated to locations that bypass these roadways and make use of other local roads in the area.
- Intensification in this area is long overdue, this is a critical location at the perimeter of the city, this area has to be next or targeted for intensification. Development needs to happen faster, it takes so many consultation fees and is a long planning process. This is long overdue.
- EBC is also filled with old buildings that are in terrible condition and need replacement as it makes for a very unattractive area. Norman Bethune is also awful. These lands need to get redeveloped.
- Any form of redevelopment needs to be modern, creative and adaptable. This area needs a redesign.
- Other residents – worry that too much residential would result in additional transportation issues; safety issues; density of cars/bikes
- Like to see residential options for employees; proximity to home/work
- Concern is that there is a need to have improvements of transit/GO train, parking, frequency
- Overall, they feel safe in the area currently
  - Some safety concerns include crossing major roadways (Lesley/Hwy 7)
  - Commercial traffic on Hwy 7
  - Speed on major roads
- Concern for parking restrictions during diner/meal times at restaurants due to commercial traffic
- Transit infrequency
- Accessibility of transit (there is no infrastructure at transit stops to accommodate bodies that are not as mobile
- Crossing over Highway 7
- Takes 20min to get from the highway into the food campus
- Stops are mono purpose because there isn't a mix of uses
- Lacking park and open space
- Lacking amenities
- Noise and air pollution at rush hour
- Rush hour lasts until 8pm
- North mall and retail are 80% empty
- I find most of the time bus is empty and we get traffic, I don't like to use the bus.
- We're in Canada it gets cold in the winter, if you have access to a car then you drive, you don't use the bus.
- It doesn't look like it has much usage
- Bike lanes are not safe, its just a way to say that we have them, but they are next to a 3-car lane.

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

- Noise pollution (sirens)
- Traffic is not so good.
- Need for community services like library, daycares, playgrounds, parks
- Need for grocery stores, doctors and dentists (some in area but need more). Must drive to access elsewhere in Richmond Hill today.
- There is a need for more: streets, parks, other spaces. Stormwater pond is only option today and it is not a formal open space.
- Lack of parks/open space
- Intensification not desired
- Traffic improvements is a key
- Recent preparation of a traffic plan in 2022 – but was completed in COVID Pandemic and not considered representative of current conditions
- Looking for community area
- Do not want more residential without appropriate traffic planning
- Potential for new on/off ramp from Hwy 404 at Norman Bethune Avenue
- Noted that this in MTO jurisdiction
- More internal intersections/exits from the area to major roadways
- Concern of shadowing from many buildings
- Concern expressed that with more people, more traffic congestion, potential for higher crime.
- More people living in the area means more places to exercise – not just parks for kids to play in, but places for everyone to walk and exercise
- Norman Bethune Avenue accesses out to West Beaver Creek, but that road is already crowded during rush hour when offices let people out. Need more options.
- Why no supermarket in [restaurant campus]?
- Hard to get into [restaurant campus]. You see it, but you need to circle around. Takes 15-20 minutes to get from highway into area.
- Car-centric design; not considered walkable. Cannot park your car and walk from elsewhere. Difficult to get to from Viva bus.
- Grade-separated access from Viva bus; Bayview has good access but nobody uses it. A lot of people would like to use it here but we don't have it.
- There is one shopping centre here. Each area/site only has a single purpose, instead of having everything there. Need multipurpose areas where multiple tasks can be completed in one journey.
- Residential with all generations. Not just teenagers, not just middle age.
- Restaurant campus is isolated, not a great location; need a supermarket so people can go after dinner, can exercise.
- West side is already occupied by Times Square, offices and CIBC; not much you can do around that area. Feel only “useable” space is east of EBC. Difficult to develop around Sheraton Parkway Hotel and

shopping mall; cannot do anything about it. If you renovate it, it's going to be a huge project that will affect the travellers, the restaurants, the businesses.

- Mall is 75-80% empty. Only two restaurants in the food court. Consider renovating it for a community centre and swimming pool. Put parks north of City Hall, nearby community centre. Disperse amenities around centre. Higher safety factor locating amenities away from major roads.
- Traffic has become heavier after Norman Bethune Avenue opened across Highway 404.
- Principles are great; are they achievable? Concern that Highway 7 is crowded from 8am to 8pm, unlikely to achieve principles with the level of traffic and congestion and access to the area.
- Area is fine to walk outside in summer; difficult to walk in winter. Will drive in winter because of temperature.
- Lack of greenery
- More greenery and less density
- No community centers
  - A participant has to travel to Richmond Green Sports Centre and Park as it provides sense of community and social gathering
  - A participant won't live here if condos are built in the study area
  - Expressed that public transit is not rapid, there is only buses and as a senior participant (like many in the group who which agreed) do not appreciate the long wait times.
  - A participant doesn't like having a growing population
  - Poor air quality
  - Lack of tree
  - Long waiting times to travel from EBC to Highway 7

**Thinking about the future of EBC, brainstorm some elements of the community you'd like to see. These could be specific things or broader ideas and values you'd like to see reflected.**

1. Priorities for EBC include
  - a. Schools for children
  - b. Parks are an interest for people
2. Walkable streets- however, where are you going to fit them?
3. EBC is made up of 10 acres of land and 6 are already developed- putting an awful lot of buildings in a small area (4 acres)
4. Grocery stores are a priority- they can fit into buildings on the first/second floor of a building- like on Yonge Street
5. Also, having a retail environment and a gym can be integrated into buildings
6. Having these amenities means people don't leave the area and then come home at night, keep people in the community rather than have people leave the community and come back
7. Community pool/skating rink
8. If we don't watch the density problem, traffic problems will get worse
9. We need to build higher. We need to compete with Markham and Vaughan and have some serious redevelopment. Redevelopment and rezoning will help draw people and generate revenue.

10. I have been pushing the city to attract a second public archery range, likely not here but somewhere with more greenery.
11. Understand that this area is intended to be dense and urban in nature, this is what the restaurant campus is trying to get at but it did not do well.
12. The EBC area, east of Leslie, tried to build on a car oriented, American style destination format with malls, restaurants etc. It has struggled with some cultural inadaptability. Further, restaurants in this area often struggle because of proximity to Toronto, and a much richer restaurant scene.
  - a. There is nothing to make this area more unique / attractive or compelling compared to Toronto.
  - b. Times Square is a microcosm of this, you get to see a system of restaurants with events and attractions. The area east of Leslie Street has much more space but does not see this type programming or development happening. It also lacks greenspace (foliage) and cover to make it an attractive space to spend time or linger.
13. There needs to be consideration that there is a condominium apartment bust right now. Despite so many funds being allocated to housing development, it takes longer and is more of an ordeal. Is this type of development realistic given development politics?
  - a. If it does happen priority should be at locations along major highways and transportation corridors.
  - b. Would be interesting to study condominium developments on south side of Highway 7 as this would shed light as to how you build a place that involves residential and other uses.
14. If parkland is going to be added, it needs to be planned as overflow space for businesses in the area or as a destination (similar to what was done in North York), somewhere that people will go for a purpose.
15. Others noted they do not think there is enough land in the area for a meaningful park space.
16. Do not want redevelopment in this area to overturn the area's role as an employment area/business hub. Richmond Hill is already a bedroom community, would not be good to lose more jobs.
17. Richmond Hill is far from a Town, being planned as a city that needs growth
18. If spaces are affordable enough, that will help attract uses and enhance the cultural attractiveness
19. Times Square area could be used to set the stage as an urban design look and direct the future.
20. Desire to have the area become a hub for people to meet
21. More greenspace required
22. Traffic congestion relief
23. One resident wants additional residential to make the area more "modern"; more high-rise to take advantage of facilities
24. Looking for convenience; work, food, transportation, etc.
25. Community care and places to form community
26. More eyes on street and opportunity for community monitoring for safety
27. Bus shuttle or some sort of communal transport within the study area that is more frequent and makes the area accessible year round
28. Better air quality and buffers from traffic and noise
29. Safer transportation routes
30. Community centre / recreational spaces
31. A large green space
32. Options for connectivity
33. Space to exercise and play
34. Crossways over Highway 7
35. Welcome to all ages and demographics
36. A supermarket in food campus

37. Community amenities: library, doctors, school, parks
38. Covered walking paths
39. Interior shopping streets that are nice to walk along
40. “Make the pond a natural feature on the site”
41. “Resilient to climate change (permeable surface)”
42. “Mostly indoor space with some outdoor features”
43. “Better public space (parks)”
44. “Community Centre”
45. “Community Rec Centre opposite 9015 & 9017”
46. “Theatre on the site”
47. “Public library”
48. “More retail in the mix (grocery, etc.)”
49. “1 massive structure opp. RH bldgs. with food courts, restaurants, pickleball courts”
50. “Retail, professional office on Sheraton site”
51. “Major Employment hub opposite RH Admin Building”
52. “Easy access to transit”
53. “Keep the multicultural nature of the area” “Good mix of buildings (not just towers)”
54. “Keep small town feel of the area, low density”
55. Senior Housing; Reasons as follows:
  - a. Traffic reduction (Seniors don’t drive as much)
  - b. Aging population
  - c. seniors currently living in larger homes that become available for other population if they move into seniors building
  - d. Economic advantage
    - i. Interest rates
    - ii. Mortgages
56. Community Centre
57. Pedestrian Walkways over Leslie/Hwy 7
58. Gateway
59. Improve traffic
60. Public space – walking trails, parks
61. Greenspace

### **Feedback on the proposed Vision and Guiding Principles**

1. All for the elements of the vision statement, except for the density (speaking to the development application). Displacing the Best Western and small businesses will be displaced; instead, getting some 3000 units. Imagine the traffic during rush hour, flowing onto the arteries and 404 and 407.
2. Consider using green innovations and concern about nature-based climate solutions as a part of the overall plan.
3. Sustainability
4. Civic identity
5. Connected

**Looking at the proposed block structure and street network, how would this impact how you move around and through the area? Are there any other changes that would make you more likely to walk or cycle in EBC?**

1. As a senior with bad knees and who takes Leslie a lot, the traffic lights going west are stupid, you just get into a wall of traffic.
2. Putting thousands of people on the site doesn't make sense.
3. During the winter, the bus stations don't do it for me (she doesn't take the YRT)
4. I think density of the area should be determined by a traffic study to see how York Region will deal with new traffic that comes with new development.
5. New towers already approved in Markham, PMTSA will not be able to cope with it.
6. Saw in an earlier presentation that there will be a consultant, will they look at the entirety of highway 7? Will the growth be sustainable?
7. Transportation and traffic are the number 1 concern to dictate development in EBC.
8. Option 1 talks about less density so he would go with it but its still 25 stories. The tallest building in the neighbourhood is 13, Richmond Hill's office is 9. Option 1 towers are still highly incompatible and destroys the image and landscape of the area.
9. The height of the buildings should be compatible with what's already built in the area, it shouldn't be higher than what exists.
10. The area is designated as a local centre, development should follow guidelines.
11. From what he read of the OP, the average height is 13 storeys and 2.4 FSI – the secondary plan should comply with what a local centre is
12. (adds context: it's a minimum and depends on the area- clarifies how its interconnected, those numbers were influenced by the Buttonville area, the area has always been considered as an urban area)
13. Don't overdo it, should be supported by the transportation system.
14. The area is car dependent, if he goes downtown, he'll use transit but along highway 7 there's too much traffic, too crowded, waiting time for traffic lights is too long.
15. Option 1 sees 21 storeys as minimum, the surrounding buildings are 12, we need consistency, so the development is sustainable.
16. (On the topic of walkways) I think there should be more parks and greenspace, and they should be more accessible to people, especially elderly people.
  - a. Responds to another participant, adding the context: wants to make sure that the traffic study is not just local, wants it to be regional and look everywhere where there will be more buildings along highway 7 to look at the traffic jams that will come out of this. Balancing consistency with development is a question that needs to be considered about Richmond Hill.
17. Her first impression is scared. The area is already congested and if there's so many high rises, how can we resolve the traffic issues. (existing traffic issues but growing traffic issues on Leslie)
18. Having the parkways and walkways doesn't resolve the problem of traffic to get to places.
19. How will the seniors walk on the walkways in the winter months?

20. Asks if it's feasible to use solar energy to heat the ice.
21. Biking, walking etc. in an employment area like this is overrated / not realistic, no one is going to bike through here. People are lost in their cellphones, living in a virtual world.
  - a. Given the density planned or visioned here, is it even safe to have people biking around here?
22. Richmond Hill has a ratio for parks/green space to people, would want this to be met for this area particularly if the population is going to increase substantially.
23. We don't feel that the existing BRT is sufficient to handle the traffic that is expected even in Option 1. We want rail transit if we are going to bring all this density.
24. Can we even turn this area into a walkable community? I think we are too close to Highway 404. People moved here because of an easy access to Highway 404. We would like better access to Highways 7 and 404.
25. Even with the existing density, traffic is awful. There are so many cars in the area. And you want to bring more people in the area?
26. Shouldn't we conduct a traffic study before being presented with the 3 options to see what can actually be supported? (notes: was informed that a traffic study will be part of Phase 2 of this planning process). This is our number 1 concern.
27. It is very difficult to go across Highway 7. Twenty-five seconds are way too short for healthy young males, so imagine a senior trying to cross the highway.
28. We like the proposed road grid network, and we hope to see that realized before new development comes in.
29. Great to have network but there needs to be at least one 4 season option
30. Connection between park and stormwater pond
31. Make a safe crossing over east beaver creek for pedestrians
32. Great idea but what I don't get is the walkways. Is this a 40-year plan. There's lots of existing buildings, you would have to take down huge amounts of buildings to accommodate.
33. Consultant explains the phased development
34. Has a question about the swamp where the private road comes into east beaver creek.
35. Consultant explains the dry stormwater pond, how it's not necessarily needed and that the park will be there and serve its purpose instead.
36. One thing I like about all three options (as opposed to the Sheraton development), the problem was that the towers are right next to, on the property lines of their building.
37. He sees the opportunity along Leslie and Highway 7 for density.
38. Would like to see a mix of option 1 and 3
39. Had a question about ownership of the land
40. Likes the mix of non-residential
41. Think she block structure is much better.
42. Likes the buffer in the north and how there won't be a tower affect.
43. Likes the lower scale buildings near the park since you don't want a huge tower next to the park. It gives a more open effect, flows nice and gives you a buffer.

44. The civic centre next to the park is a good idea and is a good transition space. (North of the 404 has something similar, assuming he's talking about the greenway)
45. The group agreed that they would prefer to see one big park rather than a bunch of parkettes
46. Participant on a bunch of parkettes: "it becomes useless space"
47. Refer to the new park on Weldrick Road and Spadina Road
  - a. Context: A new park that was redeveloped and finished in the summer of 2025 at the Bayview Hill Community Centre and Pool. The new space now has a large playground, splashpad, seating, more tennis and new pickleball courts. Also has large fields (soccer, baseball)
48. Participant likes the park, think its usable, goes there on the weekend and its packed with people and families.
49. Living in the building (existing condo), the private road behind is dangerous because people use it to cut across to Leslie. Dangerous when he goes out with his dogs.
50. As the former president of the condo board, they had to pay for that road to be paved, pay to fill potholes. The condo has responsibility for that road.
51. If you made it a street, you would need traffic calming.
52. if you increase density is there a place you can put a parking lot? Similar how the Go Station has carpool/dedicated parking spots
53. Transit wasn't always this bad, got progressively worse over the years.
54. The fare is expensive
55. indoor walkability to transit, especially during the winter, seniors with bad knees.
56. Underground routes like what they have at Yonge and Shepard. You would be able to go home, go on train, go to work etc. without even needing your jacket.
57. Strong consideration of connectivity between main park and stormwater pond. Exercise route.
58. Don't think a bridge is necessary to cross EBC.
59. Transit network (integrated, not one line) – people will move in if they can get easily to their place of work or shopping. If they cannot get there easily on transit, they will drive instead.
60. Support for walking corridor north of Highway 7 – brings people away from traffic road
61. More desire to have midblock crossings of Highway 7
62. Acceptance of active frontage street concept
63. What we want most – connected community

**What are your thoughts on the idea of a large Community Park and Civic Square in the centre of EBC, along with smaller urban open spaces throughout? What would you keep, change, or add?**

1. Definitely needs a park.
2. Sees that the community park is made from the parking lot currently used by city hall.
3. Thinks it's a great idea but if you convert the parking lot into a park, will the city be able to satisfy the parking requirements. The location makes sense, it's a great idea to convert it to parkland.
4. A question was posed about a traffic study – how will the findings in the current exercise be considered?

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

- a. Staff response: The transportation study is part of the sensitivity analysis, the projections will be considered, this is a long-term plan, won't happen all at once, everything will have to be balanced and phased in
5. Pickleball, I think there should be a balance for young people and seniors. I often go to a space in Markham, and it has stones on the ground, and you go barefoot and can do tai chi. Concrete, stones, grass will be helpful to think about with the park.
6. Would like to see a place for tai chi. Right now, they go inside the Sheraton retail store but its not good to do tai chi inside. For tai chi they need something that can shield them from the wind, the air has to be good so it's supposed to be in an open space but there needs to be some kind of shield.
  - a. Paved surface is fine, fresh air is important.
7. If you put 10,000 people in this area, you will need more park space. A big park and some smaller ones so people have options.
8. High-rise does not align with a green vision or sustainability. In the long-term, it could create issues with pollution, traffic etc. If this area is envisioned and planned as a green, mixed-use hub then it has the potential to become a regional destination that attracts people from across the GTA.
9. There is this idea that an existing park, Richmond Green, will support this area. This park is three major intersections away, a 30-minute bus ride or a 15-minute drive. This is not enough and is not viable for the planned population and employees of this area.
  - a. Approximately 15% of Richmond Hill's population is under 15, we need spaces for young people, for activities, socializing etc.
  - b. Most existing park options and locations would require residents of this area to drive. This extends to other amenities like the library, which is over at Yonge Street. There is a lack of transit opportunities to get there and they are not close enough to walk. Dependency on driving would then add to the congestion of the area. This area will need new amenities, not dependence on existing amenities.
10. Like the park plan and organization
11. Lots of support
12. Recreation opportunity in parks
13. Big one – more space.
14. Sometimes a small park is too small, not enough space for amenities.
15. Mixture of big and small parks are
16. Small POPS give more opportunities closer to where people live or are shopping.
17. Like location of big park interior to area – central to area, further from big roads (safety for kids, better air quality)
18. Consider moving park to east side of EBC, adjacent to stormwater pond, not required to cross EBC.

**EBC will need to accommodate intensification, which will occur through higher density development and taller buildings than what exist today. Where do you think high-rise buildings (9+ storeys) in EBC should go? Why?**

1. The area east of East Beaver Creek Road, adjacent to Highway 404, should be high-rise, want people to see Richmond Hill as a modern city (gateway to York Region / Richmond Hill)
2. Prefer Option 1
3. Would prefer height along Highway 404 rather than Leslie
4. Would prefer shorter towers and more of them - redistribute density
5. Nervous about the number of towers because of traffic and lack of amenities
6. Issue with the large high-rise residential towers is the fact that they focus on 1-bedroom units and investment properties, not ones for families, ownership.
7. Worried about token consultations and how far their feedback will go in the grand scheme of things.
8. Spoke a bit about the Sheraton development and how developers use the trick to overshooting the number of storeys, bringing it down to make it seem better even though it's still really high.
9. Acceptance that area is going to grow, people are going to come here.
10. Okay to leave area west of Leslie Street as Employment.
11. Consider moving the higher buildings away from Highway 7 – more pleasant built form and walkability along Highway 7.
12. Taller buildings along Highway 7 help block more noise/pollution.

**All Options keep employment uses west of Leslie Street and the employment area north of EBC will remain. These preliminary Options show two different approaches to separate and buffer future mixed-use developments in EBC (which include residential uses) from the existing employment area to the north: Which approach do you prefer? Do you have concerns about noise, odour, pollution, etc. from the employment area to the north?**

1. Option 1 has a strip of non-residential uses – things like retail, community services or light industrial uses – along this edge.
2. Options 2 and 3 place residential uses (either low-rise up to 4 storeys or mid-rise up to 8 storeys) here behind a landscaped area along East Pearce Street.
3. Option 3 is the most viable because intensity appears more concentrated in a select area. Do not want to undermine the planned density or put it in the wrong places.
4. There is beauty in condominium development, less parking and more efficient use of space. The parkland proposed is small, there needs to be more if it is going to be a commercial residential area.
5. Standards for parking should be modified (reduced), so you can get more housing units and intensification. Some people cannot afford to drive and will use transit.
6. Disagree with the proposed maximum height of 25 storeys, this is much too tall. It is not compatible with what is there, and is much too high. Richmond Hill is different from Vaughan as does not need to match development over there.

7. Others thought proposed heights were good as it would allow the area to compete with high-rise development in Vaughan.

**As the residential population grows, which amenities and facilities do you think will be most important to plan for within EBC?**

1. Many people need to drive to get to places
2. As a senior, 70% of residents in my condo are seniors, I would like to see sport facilities with different options, pickleball (instead of just tennis), swim, tai chi, multipurpose rooms, meeting rooms, spaces to chat with neighbours and have a coffee.
3. Sheraton Parkway has a membership fee to use some of the spaces, so the residents have nowhere to go otherwise.
4. There's nowhere to go at night, him and his wife want to go for walks at night so they just follow the pedestrian walkway, there's no purpose or destination.
5. A place that is relaxing where you can sit, relax, have a cup of coffee, get a snack, informal space.
6. Would like to know if existing restaurants and businesses in the area will remain. These places make this area attractive and it is unclear from the plans if these uses are going to remain as part of any option. If the plan is that they are going to be / could be integrated as part of mixed-use buildings, they are still going to need parking. Without it, the area can become very chaotic in terms of traffic, people visiting, staying and picking up.
7. A lot of people are not going to convert to using transit, even if it exists.
8. It is important to have a great landmark; this area has that already with City Hall. It is also great to build a community for residents, just need to make sure there is land saved for the population of this area in the future.
9. In light of the fact that there is limited space, you need to focus on the big things. Do not need a big park, just something small and minimal.
10. Shuttle bus within area
11. Needs designated place to exercise and play
12. Library/ theatre
13. Plan for all seasons
14. Community vehicle system (bus shuttle) to bring people from one side of area to other, especially important during winter, and for seniors to get their groceries.
15. No police station in area – closest is Yonge/Major Mackenzie. Fire Hall is nearby at 16th/Leslie. Safety concerns – car jackings in restaurant campus. More businesses may cause more concern for safety.
16. Want sense of safety – more people walking around.
17. Want community care and protection, so everybody can enjoy, not only living but walking, working, whatever they are doing in the area.
18. Don't need a police station in the area – but some sort of community patrol.

**What are your thoughts on the 3 Options? Name at least one thing you like and one thing you dislike about each.**

*General Comments on Options*

1. The biggest change I see is that the hotel and conference centre is no longer there, neither are the restaurants in the plan. Those are highest tax payers. You are taking away commercial, entertainment and putting residential space. How is this shift going to impact immediate space?
2. When you say its mixed-use, what comes to my mind is what we have in downtown Richmond Hill. If we take away mixed-use I want to be able to walk to the restaurant.
3. The proposed development is like Yonge/Sheppard
4. What I see in these options is that the redevelopment of the civic space
5. Are they going to be designed at a human level? When I go to Yonge St, between Hwy 7 and Major Mack, the size and scale are not for humans. I feel I develop a phobia. If there are businesses, you have to cross the road from one side to another side. If you have 3 lanes on each road, it won't feel walkable and accessible.
6. You can't have interior streets so large
7. We want to promote walkability, but you either have to go to Times Square or to the restaurant. In winter it is great to walk.
8. I would like to request an option for 2 thousand, 3 thousand and 5 thousand density. Why are they so dense? It is too far outrageous
9. The reality is that the plan will be developed over 20 years
10. The question is: do my kids and grandkids want to live in East Beaver Creek community or Yonge/Major Mackenzie community
11. Heights of those buildings along Leslie, a concrete jungle will create a wind tunnel.
12. The civic park would be a wonderful addition to the area. The high rises have to be along Leslie St. If you are going to the 404, then you have to get even higher, you can't be on street level. The buildings along 404 will need to start residential at 4 storeys plus.
13. If you look at Markham civic centre, it is peaceful, when you look at Richmond Hill, there is nothing. All you have to do is look at Markham civic centre as an example.
14. A participant asks- how is the water quality of the storage basin (aquifer)
15. If the water quality isn't going to be a cesspool- why can't the storage basin be connected to the parks- feeding into a river in the park
16. Redecorate York Boulevard
17. Rivers can be used as a third space in EBC- not just having a traditional stormwater pond
18. Traffic network can be built out over time
19. You could walk around more if there are walkways
20. However, this doesn't consider people who don't live in the area and come down to the area and park their cars- they wont necessarily use the parkways

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

21. Concerned about the people who get attracted to the area and come to it with their cars- concerned about the density this will create
22. EBC is currently not accessible by residents- more green space, community centres and libraries
23. Scooters in the area are very fast and is a hazard for pedestrians, how can we share the road with them?
24. EBC pond perfect for biking around- locate amenities near the pond to bring meaning to the park- bring people to the parks
25. (Referencing Bayview Community Centre): Attach something to the pond like they do at Bayview Community Centre to so people visit it
26. Need playgrounds to accommodate the density that is arriving
27. Create a bike circuit of some sort so it creates a mega destination that can synergize with the restaurants in the surrounding area and make the cinema more popular
28. One of the participants is involved with a local committee
29. The buildings propose should not be more than 25 storeys tall
30. Parking is already hard to find in the area and this density will make congestion worse
31. Daylight concerns with the number of buildings proposed in the area and their height
32. Have towers be more interspersed to allow for wind and daylight
33. Don't want to drive in a wind tunnel
34. Need more non-residential, like employment uses
35. Have so many people (anticipated to come) in this area, they need to work somewhere
36. Could employment lands use more density? Locating warehousing, crafting and industrial uses in the area
37. Aquifer and parking- How low can parking go, will it have an impact on the aquifers?
38. Is aquifer being covered? Can it be opened
39. There are not enough dentists and doctors in Times Square shopping mall to handle the influx of people in the area.
40. The option with the lowest density would be more attractive for younger generation
41. Majority is early retirement and retirement age
42. With the younger generation moving in they will need a library, schools, parks
43. Need a landscaped space next to the road, trees or natural barrier
44. Largest concern: 9017/9075 how sturdy is the land itself, it is called east beaver creek for a reason.
45. Pushing buildings 25 storeys plus is unnecessary otherwise it will just look like VMC
46. We like walking by farmers markets
47. 10-15 years down the line, the area needs to have a transportation connection, good community
48. We don't have low rise in this area,
49. Voice of young future planner: Taking public transit is dangerous, something that my friends always talk about
50. Millennials perspective is that public transit is for the poor.
51. Too much density will cause major problems in the area, such as traffic and cause air pollution
52. This area needs more green space and community services such as parks, recreational centres and day cares

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

53. There are no dedicated subways in this area, only Bus Rapid Transit (BRT)
54. There may be interface with TTC and the YRT, however this depends on the Sheppard subway plan
55. This place is convenient – there are many restaurants in the area- however they are worried about how it will turn out with this new secondary plan
56. Projects around Richmond Hill Centre and Vaughan Mills is very bad
  - a. No one walks around in that area and there is a wind tunnel
  - b. There are only condos in the area with nothing else
  - c. Worried that this will happen with EBC
57. Area is very convenient – once you leave EBC you get out to Highway 7- however it is getting more congested
58. Concern is with the number of schools in the area- putting 90-50,000 people here will result in more students in the area- there are not enough schools in the area
  - a. Students are already in portables; this situation will get worse
  - b. Secondary schools need more space- there will not be enough space for secondary schools in the area
59. With more buildings in the area, there will be more people and more congestion
60. There is a good balance of employment and residential in East Beaver Creek
61. Weekends, evenings and mornings there is business in the area (people are using these businesses at all times of the day and week)
  - a. Businesses here are more successful than other suburban areas
62. Rents for businesses are increasing in the area, recently it has increased more than 30%- one of the participants is paying a lot more rent for their businesses
  - a. How can you run a business with rents going up more than 30%?
  - b. Why should we live in Richmond Hill when rents are so high?
63. This node (East Beaver Creek) is an important part of employment area in the GTA
64. Do the math- as a business owner this equation does not make sense with the proposed balance of employment and industrial
65. Participants like the neighbourhood the way it is
66. Participants are all for growing the City of Richmond Hill, its population and businesses- with an aging population this can bring life to the city
67. Traffic is terrible- cannot grow with this bad traffic- people cannot move into the area with traffic so much traffic
68. Too many buildings and density concentrated in a single area
69. No options for public transit
70. More people will not result in better traffic management
71. No one uses the bike lanes in the area because they are not connected
72. Robo taxis-like in China- will become more prevalent
73. No place to take bikes and lock it
74. How can we choose from these three options?

75. People who don't live in Richmond Hill and they move here, how can they use the bus, and don't have a car
  - a. Traffic is so bad, this would just make it worse
76. Option 1 is the best option
77. Even the lowest density isn't good enough- it needs to be lower
  - a. Everything is in such a small area, putting everything in a congested space
78. One participant noted that they moved to this area because its so close to Highway 404
79. If you develop this area, rents will go up in other areas adjacent to EBC
80. Putting more people in EBC will not create jobs
81. There are also no grocery stores here to support the influx of people
82. People do not build because no ones buys- and no one buys because traffic is so bad
83. What is the current density in EBC?
84. People cannot change other people's behaviour (talking about driving behaviour)
85. So much wind tunnel will be created- traffic is already so bad it will become worse
86. Want more green spaces
  - a. However more people and more green spaces means more dogs- which will leave dog poop in the green spaces
87. There will be too much density and cluster- come down to a reasonable density
88. Build water parks, ponds- like in Unionville
89. Cannot control people's behaviour – people will not necessarily use the bus
90. Too much high-rise- cannot get to know your neighbour or shake their hand
91. If we want density- we should have a test pilot project- create a city like Kyoto, Japan in North America and see what happens
  - a. North American countries cannot have the same density levels in Asia
92. 3200- this density is too much
93. One participant says the municipal government has already picked an option from the three and is already moving forward with it- says that government wants more taxes and doesn't care about the people
94. Needs to be fair rent and fair sales of property
  - a. People shouldn't be able to hog units and sell them for as much money as they want
  - b. They can sell them for double
95. We need more publicly owned parks, swimming pools, gyms, greenery, trees and parks- condos should not be the only ones providing this- the government has to provide it as well
96. Too small units can create population problems
  - a. With small units, people cannot have families or grow their families, which creates population problems
97. We should be creating a mix of units- having units with more than 1 bed and 1 bath (10% bachelor units, 20% 2-bedroom etc.)

98. Can we spread out the density, so that it is less burdening on the infrastructure? Instead of having high-rise towers along Highway 7 and Leslie, why don't we have more density east of East Beaver Creek Road (the restaurant complex)? The sub-area is mostly restaurants anyway, so less conflicts with the existing uses.
99. As existing residents, we support allocating more density east of East Beaver Creek Road – if that was the option provided tonight, you wouldn't see all these attendees from the condo buildings upset about the proposal.
100. We would like to “share” the density with the area east of East Beaver Creek Road.
101. We don't like tall buildings, especially if they are next to the existing condo buildings. 25 storeys seem too tall compared to the existing building height of 13 storeys.
102. We prefer to see transitional height from the existing condo buildings in the centre of the East Beaver Creek area towards Highway 7. We might feel better with more density. We want the built form to be compatible with the existing dwellings.  
The city should purchase the lands east of East Beaver Creek Road and actually be in charge of the proposed development. Otherwise, will this even be realized?
103. More parking spaces
104. I want to see a park in the center of this area
105. Parks separating the existing building and new building
106. More density will support more amenities
107. Against the high-density development
108. Against the sketch
  - a. Doesn't have space for the amenities they want
  - b. Questioned where the ground space is for those amenities
  - c. Believe the developers are cheating with them
109. They felt as though we are downgrading the area
110. May result in heavy traffic concerns due to high density
111. The participants opposed the idea of having a high-density area and prefer a low-rise community focused neighborhood. They expect the currently existing and new infrastructure to support development and population growth. Additionally, the participants desire to have less traffic congestion, less urbanization, more green spaces, and public recreational centers. They believe this would create a more aesthetically pleasing place to grow and interact with, while avoiding past mistakes made in similar high-density areas within the GTA.
112. Support for the large central green space and idea of smaller urban spaces throughout.
113. Support to make a more inviting place for walking, improved streets.
114. Lots of questions about timing, implementation, when development might happen.

#### *Option 1*

1. Option 1 is preferred. It's a Local Centre now. Support to maintain the existing Urban Structure. Adjust heights closer to Leslie/East Pearce node.
2. It's the least bad of all the options.

## East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

3. Likes the mix of heights and how it alternates low and high
4. Likes the podium and how one building has varied heights.
5. Likes the podium so it's not like a "curtain of towers"
6. Prefers that there's no buildings on the property like of the existing condos
7. Concern about living next to large developments
8. There was an overall agreement/nods that option one is nice because of the low density and that the placement of the higher density/taller buildings would be placed along transit.
9. We are actually not even comfortable with Option 1, but at least we can live with it. Option 1 is the most "acceptable" one. We can buy into that option.
10. Many participants suggested the addition of parks to separate existing residential and future residential in between
11. Another participant suggested having a park in the center of the area
12. Not compatible with existing height and character
13. Separation between existing buildings and new development
  - a. they believe there is no space to move around
14. Against the proposed 25 storey buildings
15. Option 1 is too dense (too many people)
16. If we had to choose option #1
  - a. Please put the taller buildings away from existing residential area
  - b. Sure, it might be further away from highway 7/Leslie, but there will be nice walkways planned anyway so the walk will be pleasant
  - c. Lower option1: max height to 15-18 rather than 25
    - i. Impossible lower the density = i.e. both units and people at the end don't like to dramatically inconvenience the population

### *Option 2*

1. Option 2 did not receive any interest from participants.

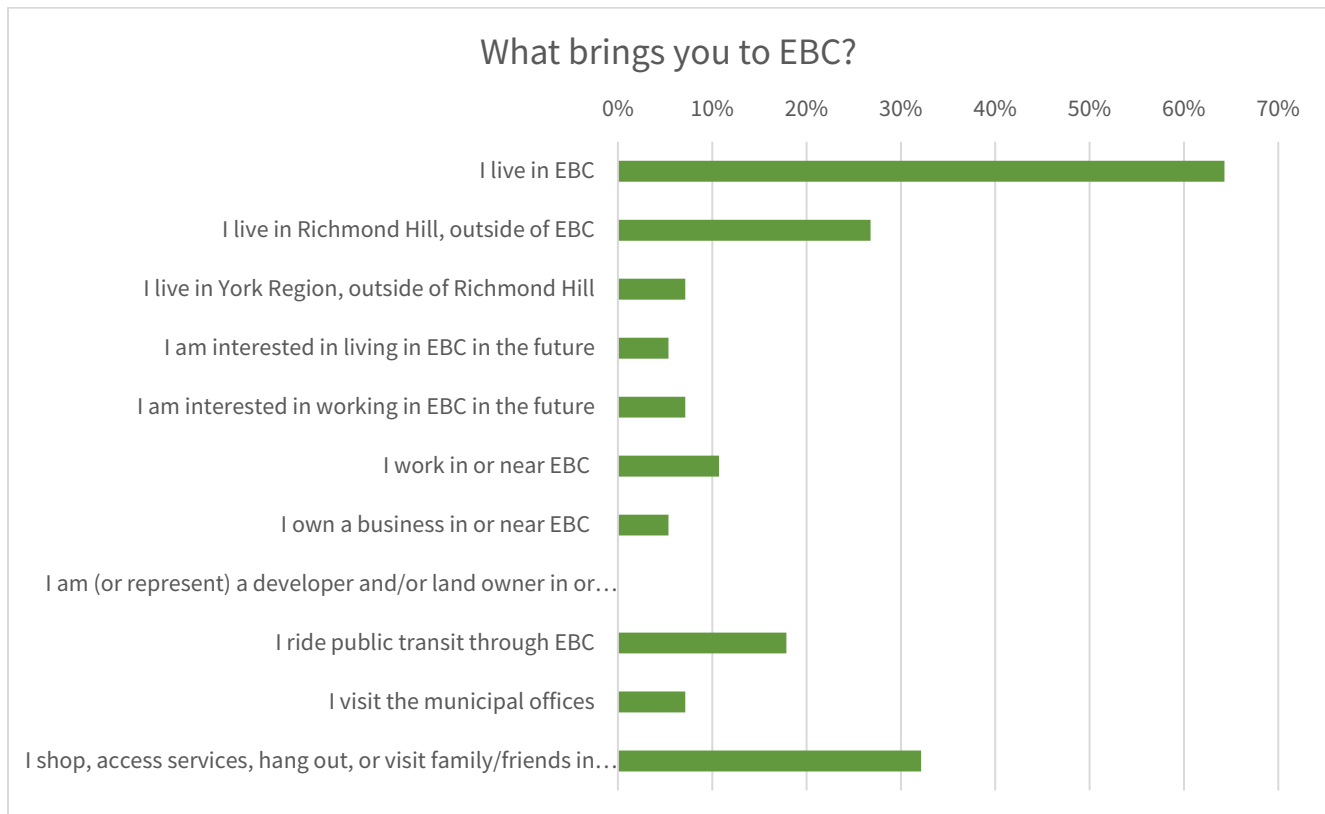
### *Option 3*

1. Option 3 is too close to a KDA. Too many tall buildings.
2. We are currently in a housing crisis, option 3 has the density we need.
3. Missed the two lower rises in option 1 (she came late). The south corner, closest to highway 404 should have the higher density
4. Where is the community? Where's the 16000 people? Where are the kids going to school? The community centre?
5. Consultant explains how it depends on density, new schools are needed in the area (Cole adds how schools in the surrounding area full/reached and are over capacity) but the decision is made by the school board and is based on their calculations.

6. What bothers her on that stretch of Highway 7 – Roads in Brampton are 80km/h but from Bayview/ Markham in general, traffic is stopped. Why is speed at 60km/h? Traffic moves like a snail. With more density what happens with new people.
7. Density is needed; the housing crisis is real but “we don’t have to solve in in just our area”
8. Likes the idea of combining Options 1 and 3.
9. Towers (residential towers) might have to accommodate facilities
10. Participant: (raises concerns about this) disputes between the government and the property owner can get messy over community facilities like a pool. Suggests making the community Centre north of 404 (on private land, near the greenway area).
11. Community centres can’t be on employment lands
12. Suggests community centre and schools be placed back to back to borrow each other’s facilities.
13. Living here after moving from the countryside, its noisy here. The noise pollution exists
14. Consultant explains some noise mitigating solutions to shield residents from the noise (especially along the highway), using amenity spaces to shield noise for residential living.
15. Participant: being next to highway 404 would be cheaper because its proximity
16. Participant: get the government to build a screen/sound barrier along highway 404.

## Appendix B

### Online Survey – Summary Statistics



#### Tell us about the best thing about EBC, as it currently is.

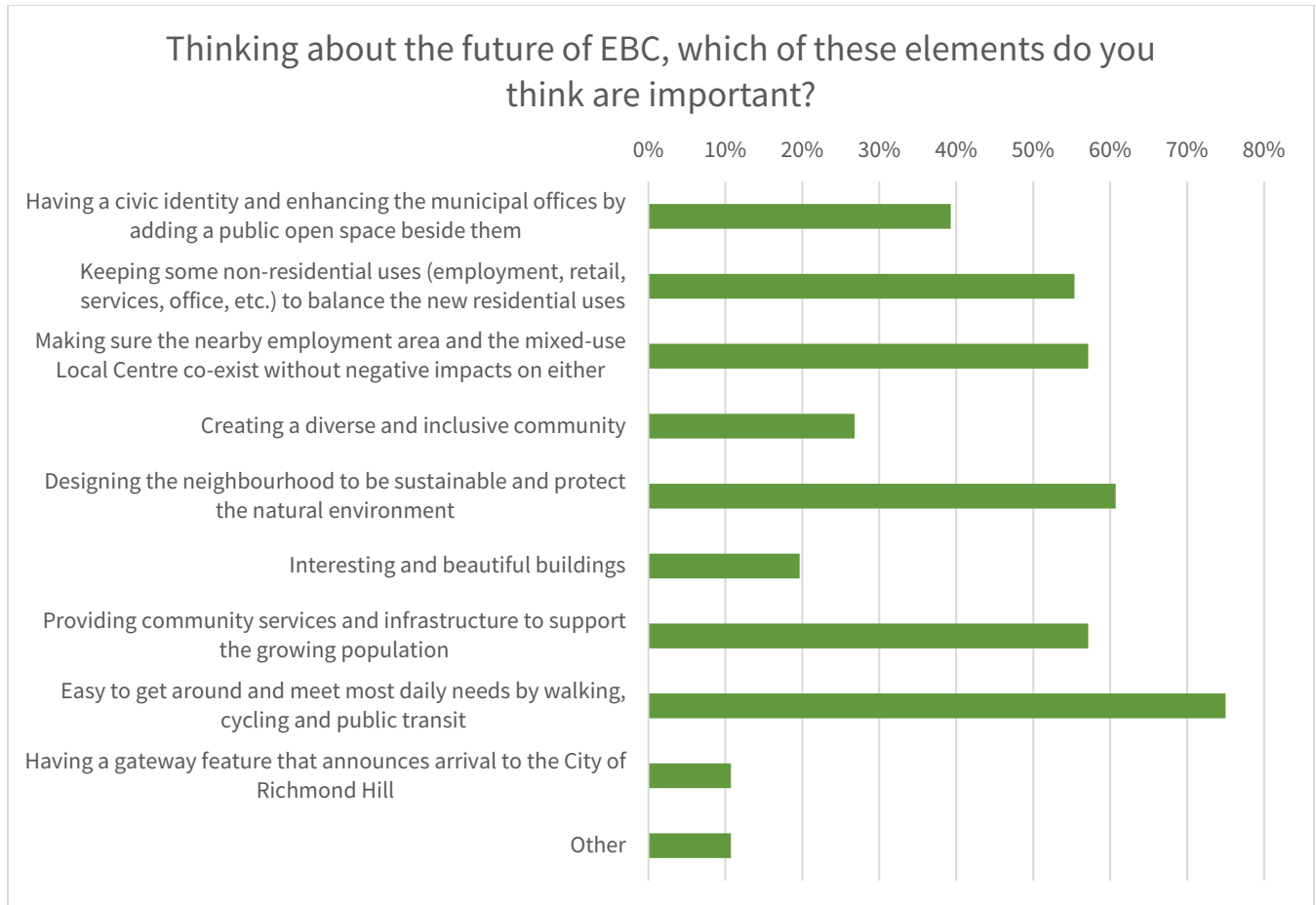
Category (in order of frequency)	Explanation / Examples
Location / Access	Central location, easy access to highways (404/407), easy to travel in/out of the area.
Restaurants	Number and variety of restaurants; dining options; food diversity.
Retail and Services	Variety of shops and essential services; convenient to access; convention centre; business diversity.
Quiet / Peaceful / Low-Density Living	Quiet, peaceful environment; not overcrowded; relaxed atmosphere.
Parking Availability	Free and easy parking; convenient for driving.
Safety / Cleanliness	Safe and clean streets; low crime; well-maintained environment.
Proximity to Employment and Post-Secondary	Near offices, jobs, and post-secondary institutions (e.g. Seneca Polytechnic).

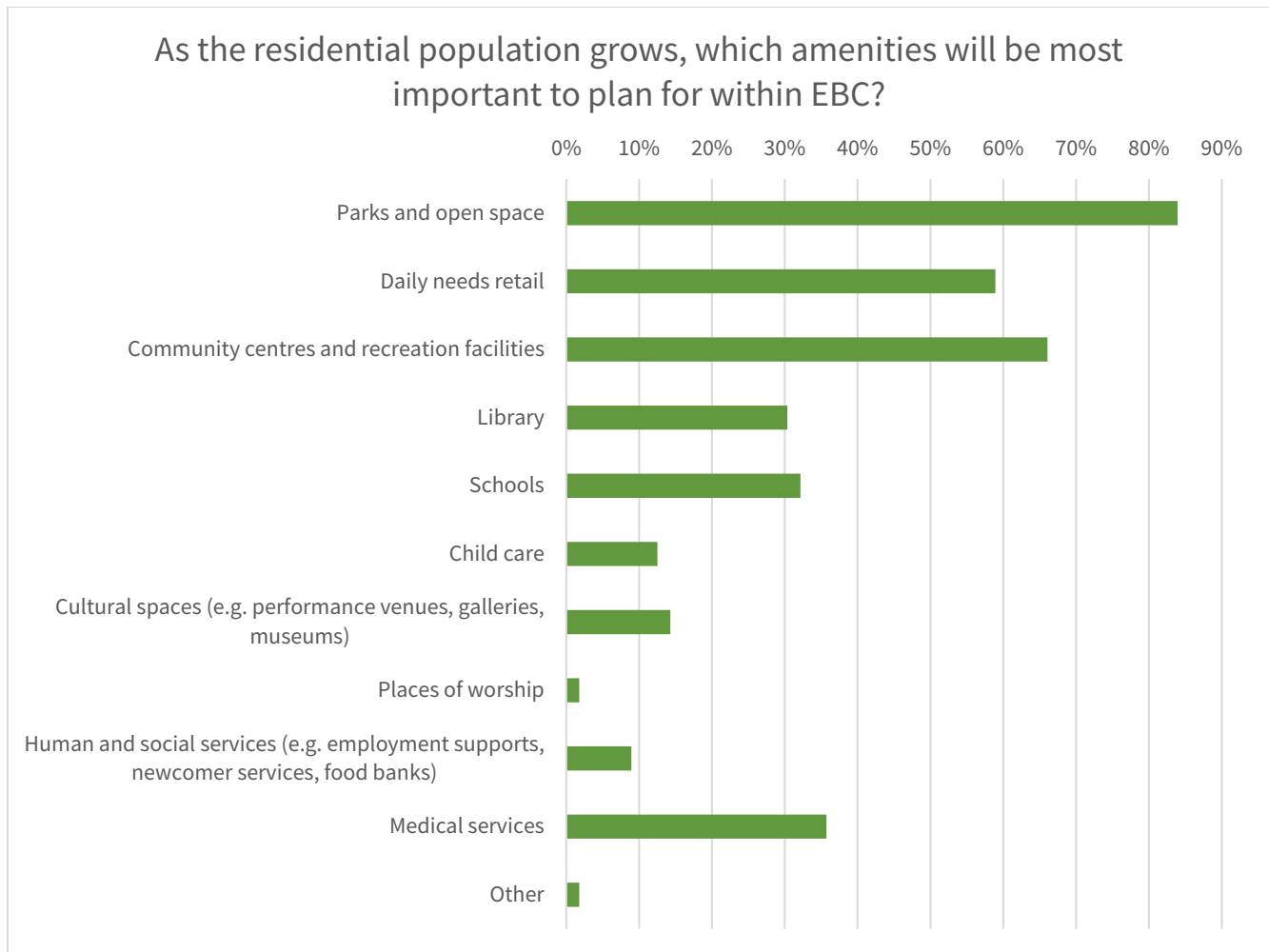
East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary

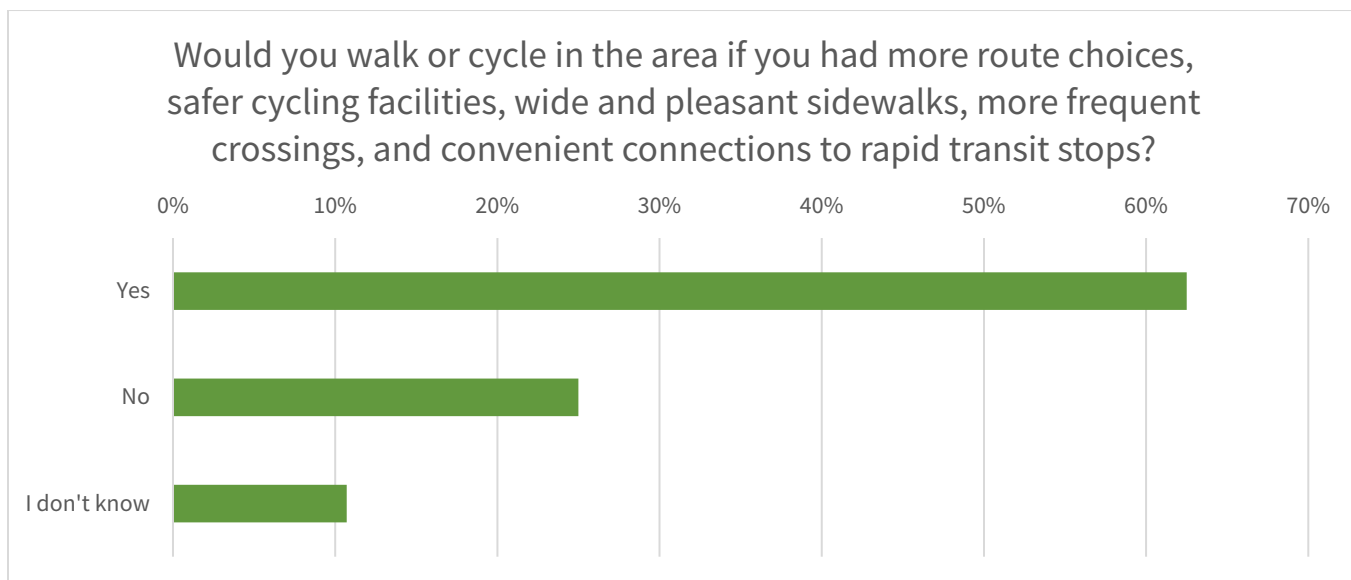
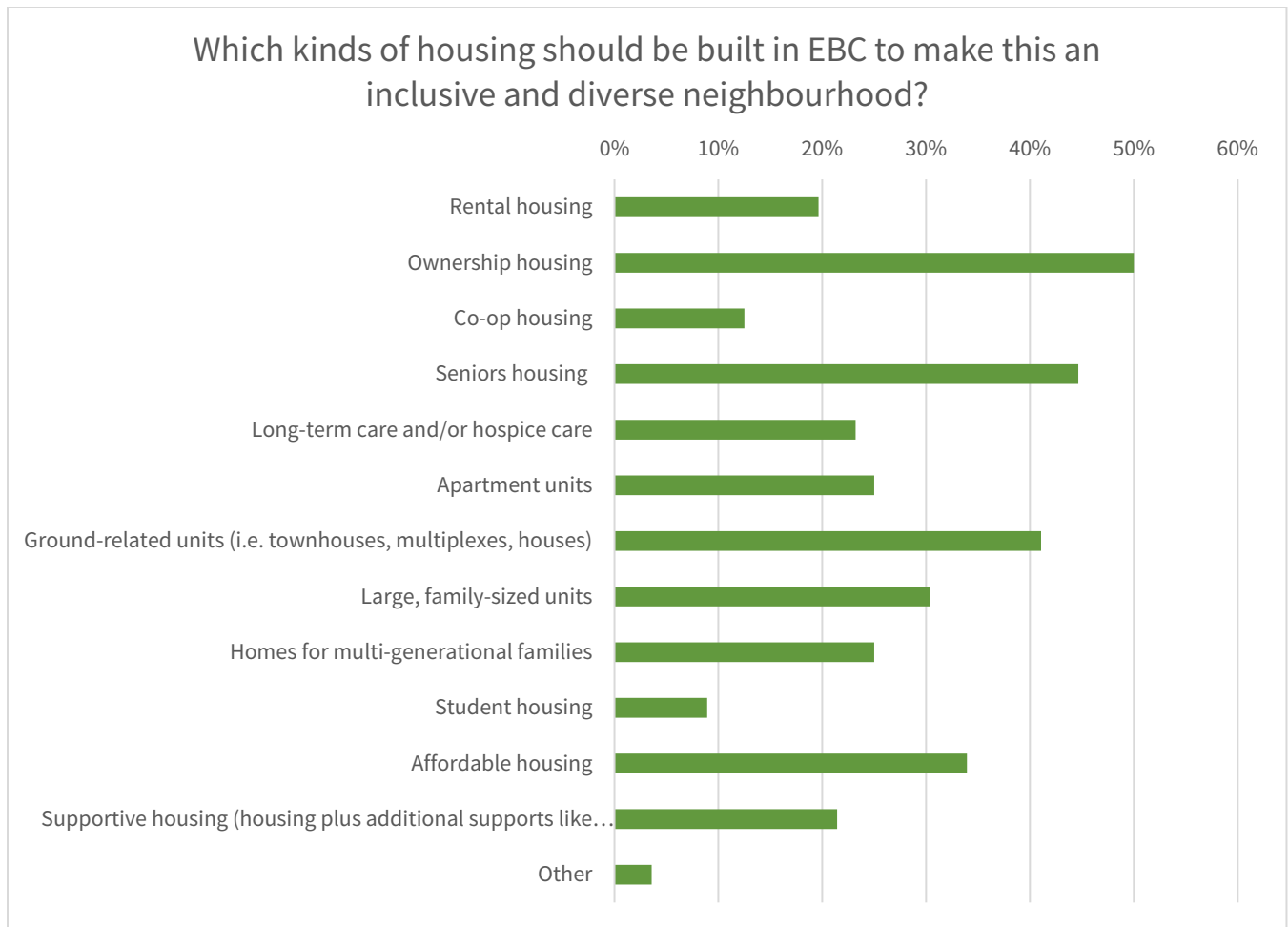
Growth Potential	Area can accommodate more homes; well-suited for higher-density development.
Cycling Infrastructure	Access to multi-use paths for biking and recreation.

**Tell us about what needs improvement in EBC, as it currently is.**

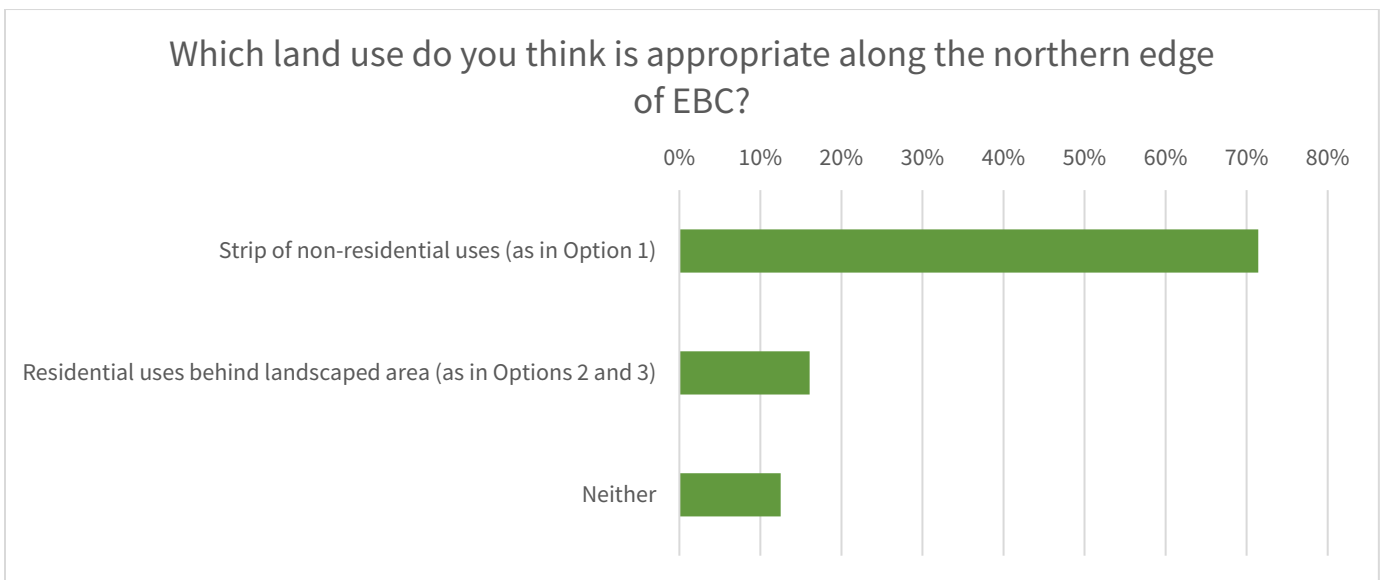
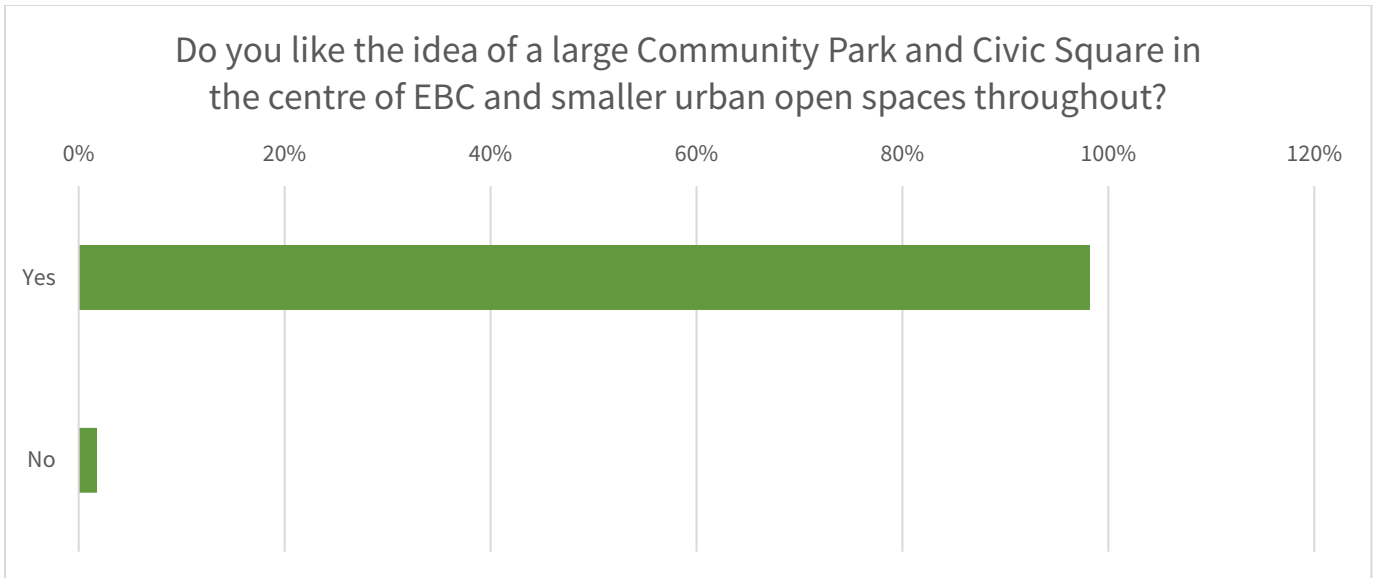
Category (in order of frequency)	Explanation / Examples
Traffic Congestion on Highway	Heavy congestion, especially on Highway 7; gridlock during rush hours; inefficient use of road space; poor traffic flow; no alternate routes.
More Green Space	Not enough parks, trees, and open space; lacking outdoor amenities for kids and seniors; want walkable green areas.
Walkability	Need for improved sidewalks, shaded pedestrian paths, cycling infrastructure, and wayfinding; safety for vulnerable road users.
Community Facilities	Desire for more community centres, libraries, indoor/outdoor gathering spaces, and entertainment options.
Transit Frequency	Transit is infrequent or unreliable; perception that bus lanes are underutilized.
Sense of Place	Lack of unique identity; area needs beautification, landmarks, and human-scaled design.
Daily Needs Retail	Missing basic amenities like grocery stores and convenience stores; not enough retail for daily life.
Surface Parking	Excess surface parking reduces walkability and vibrancy; calls to reclaim land for other uses like housing or green space.
More Housing	Requests for increased housing options.



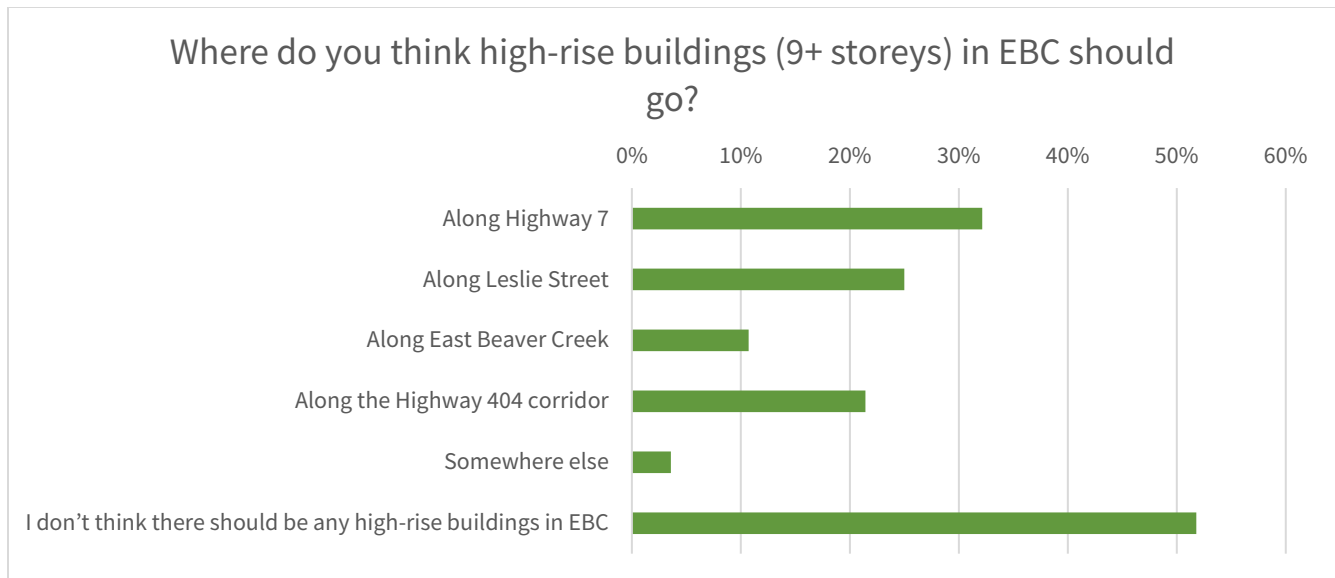




East Beaver Creek Secondary Plan: Phases 1 and 2 Engagement Summary



Other suggestions: parkland, existing uses



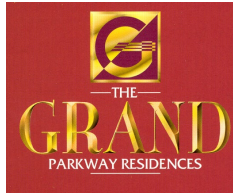
Other suggestions: restaurant campus, sporadic

**Additional Comments:**

- Expressing preference for lower densities and, in some cases, maintaining the existing condition.
- Pushback against “high-rise” buildings. Note: The City’s Official Plan defines “high-rise” as 9+ storeys but survey respondents sometimes offered up different definitions in their comments (e.g. taller than existing residential buildings, 30+ storeys, etc.).
- Concerns about density being located near Highway 7 and Leslie Street due to impacts on existing residential buildings on Leslie Street.
- Suggestion that the restaurant campus (north of Highway 7 between East Beaver Creek Road and Highway 404) is a more suitable location for tall buildings.
- Desire for human-scaled streets and community life that is oriented away from the busy Highway 7 frontage.
- Support for incorporating retail on the ground floor of mixed-use buildings.
- Request that the City address existing issues (e.g. traffic, lack of amenities) in the area *before* new residential units are added.
- Interest in seeing the transportation analysis that will be conducted as part of the secondary plan study.

## Appendix C

### **Letter from the Condominium Corporation Board of 9015 & 9017 Leslie Street**



## York Region Standard Condominium Corporation # 972 and #1008

### **SUBMISSION TO EAST BEAVER CREEK LOCAL CENTRE SECONDARY PLAN PROJECT TEAM** (FEEDBACK AFTER THE FIRST COMMUNITY WORKSHOP ON AUGUST 20, 2025)

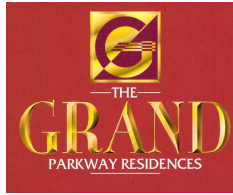
1. The Board of Directors of YRSCC972 and YRSCC 1008 represent about 1,500 residents living in the condominium buildings (9015 and 9017 Leslie Street). There is one other condominium building in EBC area (75 Norman Bethune Ave), with 200 units and 600 residents. Hence, we represent about 70% of all the residents in EBC area.

The residents in EBC are the ones who will be *most* impacted by the Secondary Plan because they *live* in the area and the Secondary Plan will impact on their *daily living* and quality of life. The goal of “improving the quality of life of residents” far supersedes the goal of “building more units” or “getting more investment returns”. The condo boards are duly elected by the residents to represent their interests. We consider ourselves to be a major stakeholder in the process of developing the Secondary Plan. We would like to be consulted in the process to ensure that the aspirations and concerns of the residents can be fully addressed in the Secondary Plan.

2. We are grateful that the Project Team has listened to our suggestion and changed the location of the in-person workshop to City Hall. We actively promoted the event among the condominium residents and we are pleased that about 70 residents attended the workshop on August 20.
3. More than half of the residents in 9015/9017 Leslie Street are seniors and they lack the language skills to participate in the (virtual and in-person) Community Workshop. In order to make sure that their views are reflected in the Secondary Plan, the condominium board members have consulted with a large number of residents to gather their input on the EBC Secondary Plan. This submission represents the collective opinion of the condominium residents.
4. At the Community Workshop, EBCSP project team presented three “land use options” for EBC area and requested workshop participants to indicate their vote of support to the options. The Condominium Board deliberated on the options and decided that we will support Option 1 which allows the “Lowest Density” development of EBC area, with the density “like other Local Centres in Richmond Hill”. However, we respectfully request that the maximum height (as stated in the reference book) be amended to 15 storeys to make it consistent with the Intensification Hierarchy of a Local Centre as stated in the Official Plan.

The basis for our request to amend the “maximum height” of Option 1 from 25 storeys to 15 storeys are as follows:

- A) In August 2022, Council approved OPA 18.3 which updated the City Structure in the Official Plan. The City Structure continues to recognize East Beaver Creek area as a Local Centre. Hence, the Secondary Plan for ECB must follow the Urban Structure and Intensification Hierarchy as stated in the Official Plan, with the maximum site density of 2.5 FSI for EBC



## **York Region Standard Condominium Corporation # 972 and #1008**

Local Centre. The EBC Secondary Plan must also conform to the same land use and design policies of a Local Centre as stated in the Official Plan.

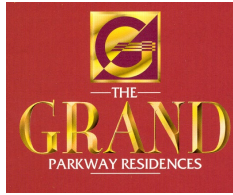
- B) Although the Official Plan does not specify the maximum height allowed in a Local Centre, we took reference from Secondary Plans that have been approved by Council for three other Local Centres (Village LC, Newkirk LC and Oak Ridges LC) in Richmond Hill and found that the Secondary Plans for those three Local Centres permit maximum density of 2.5 FSI and maximum height of 15 storeys. In our view, it is a “well informed” decision to set the maximum height of EBC Local Centre to be 15 storeys.
- C) Pursuant to section 4.6.1 of the RH Official Plan, there is a maximum building height requirement of 11 storeys that apply to development on lands within the portion of the Regional Mixed-Use Corridor designation located on Highway 7, and the tallest buildings shall be directed to the Highway 7 frontage. In order to ensure compliance of this OP requirement, we propose to change the maximum height (in Option 1) from 25 storeys to 15 storeys.
- D) Compatibility of Development - Section 3.1.4 of the RH Official Plan states that “The density of development within *centres and corridors* shall be informed by various factors, including compatibility with the surrounding area.” The EBC area is a small area (32.4 hectares) made up mostly of “Employment Lands”. The tallest buildings in EBC are the 3 condo buildings: 9015 and 9017 Leslie (13 storeys), and 75 Norman Bethune (10 storeys). We propose to set the maximum height of 15 storeys to ensure compatibility of development in the area.
- E) RH Official Plan states that “Local Centres are intended as mix-use centres to serve adjacent neighbourhoods.” The Key Directions Report endorsed by Council in Feb 2022 states the Vision of EBC area as “a gateway hub to service the broader employment area and area residents.”. Both the Official Plan and Key Directions Report have assigned a “service” function for EBC Local Centre, that it is not intended for high density residential development.

**Based on the above reasons, we support Option 1 to develop EBC area as a Local Centre, with the maximum density of 2.5 FSI and maximum height of 15 storeys.**

- 5. Traffic and Transportation – The top concern of the residents is the traffic gridlock on Highway 7. We have been advised by York Region Transportation that “the intersection of Highway 7 and Leslie Street, Highway 7, and the Highway 404 ramp terminals in this area are constructed to their ultimate configurations and there are no plans for expansion.”

We would like the EBC Secondary Plan to include new roads, internal road connections and active transportation routes to relief vehicle traffic “to and from” Highway 7 and EBC area.

- 6. The residents and City staff can tell from their first-hand experience that EBC is a car-dependent area. Although there are two Protected Transit Stations Areas (or in simple terms, Bus Shelters)



## **York Region Standard Condominium Corporation # 972 and #1008**

in EBC area along Highway 7, it should be duly recognized that the “**Bus Rapid Transit**” (BRT) is operated by **bus** (not LRT, subway or train) and it does not have the capacity to accommodate thousands of residents from current and future developments along Highway 7 between Yonge and McCowan.

We understand that part of the EBCSP project would involve the conduct of a “Transportation Sensitivity Analysis”. We propose that the Transportation Study would include (1) a review of the current and future capacity of Highway 7 to accommodate increased number of vehicles from EBC area and other future developments along Highway 7; and (2) a review of the capacity and efficacy of the Bus Rapid Transit to support current and future residents (from development projects) along Highway 7. We hope that you will be able to present a comprehensive transportation plan of EBC when the draft Secondary Plan is next discussed.

7. One of the presentation slides show that the municipal parking lot (at the front of City Hall) will be converted into a community park for the area. Although this is an innovative idea, we wonder if this would comply with the Parking By-law requirement to designate an adequate number of parking spaces for municipal employees and visitors to the municipal building and shopping mall.
8. A number of the residential buildings (that Sheraton proposed to build) are portrayed in the Secondary Plan diagrams displayed at the Community Workshop. On the other hand, the diagrams do not show the location of the public parkland and other community amenities. Given that the City has directed Sheraton (City File OPA-23-0003) “to convey a park block of 0.75 hectare in size to the City, with frontage onto a public street”, we suggest that this dedicated parkland be depicted in the next Secondary Plan diagrams. It is the wish of the residents that the parkland be located at the Southern boundaries of the condo buildings with its frontage on Leslie Street, so that it can serve as a buffer between the condo buildings and the new residential development, and the public park can easily be accessible by current and future residents of EBC.
9. The residents who participated in the Community Workshop advised us that there was a “majority decision” in their respective groups to choose Option 1 as the future growth option for the area. As stated above, our condo boards have also chosen Option 1 as the desired growth option for EBC, with the amendment of 15 storey as the maximum height.

We fully support the EBCSP project team in your efforts to develop the Secondary Plan for EBC as a Local Centre. We have high expectation that the Secondary Plan will be used as a policy framework to guide redevelopment proposals such as the Sheraton application under review by the City and any other forthcoming development proposals.

Submitted by Vincent Ching  
On behalf of YRSCC 972 and YRSCC 1008 Board of Directors  
August 25, 2025