

Phase 3 Batch 2: What We Heard

Employment and Intensification Areas Engagement Summary Report

City Plan: Richmond Hill Official Plan Update

Prepared by LURA Consulting

Prepared for the City of Richmond Hill

February 2023



Table of Contents

Executive Summary	1
Section 1: Project Background	7
Section 2: What We Heard for Yonge Street and Carrville Road/16 th Avenue KDA	9
Section 3: What We Heard for Village Local Centre	15
Section 4: What We Heard for Newkirk Local Centre	25
Section 5: What We Heard for Oak Ridges Local Centre	32
Section 6: What We Heard – Additional Survey Feedback	39
Section 7: Who We Heard From	51
Section 8: Engagement Process and Communication Methods	54
Appendix A: Q&A Summary	57
Questions and Comments Posed in the Chat	62
Appendix B: Online Survey	65

Executive Summary

The City of Richmond Hill is updating the City's Official Plan to provide a clear vision for planning and development to 2051 and to attract more businesses, jobs, and residents. The update will consider new opportunities while aligning, where applicable, with current provincial and regional policies and plans (e.g., A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan, the Provincial Policy Statement, York Region Official Plan, etc.).

A key component of the project is an extensive stakeholder and community engagement program designed to raise broader interest and awareness and help shape the City's vision and goals for the future.

The Official Plan update process consists of three phases. We are currently in Phase 3 of the update process. During this phase, the City will gather feedback from residents and community groups as City staff draft and finalize several Official Plan Amendments (OPAs). These OPAs have been divided into three batches. Each part will include engaging the public, sharing our research, discussing possible changes to the Official Plan, receiving feedback, and sharing what we have heard before recommending the adoption of changes to the Official Plan.

This report summarizes feedback about Batch 2 of Phase 3 – Policy Development & Official Plan Amendments (OPAs). Batch 2 OPAs focus on employment; Major Transit Station Areas (MTSA) & Corridors; four growth centres - Yonge Street and Carrville Road/16th Avenue Key Development Area (KDA), Village Local Centre, Newkirk Local Centre, Oak Ridges Local Centre, as well as housekeeping matters.

Feedback for each growth centre was collected through a series of public workshops held in November 2022. Presentation slides from each of the workshops are available online.

- [Yonge Street and Carrville Road / 16th Avenue Key Development Area Workshop](#) – November 15, 2022
- [Village Local Centre Workshop](#) – November 17, 2022
- [Newkirk Local Centre Workshop](#) – November 22, 2022
- [Oak Ridges Local Centre Workshop](#) – November 24, 2022

Additional feedback on the growth centres and other OPA topics (i.e., employment, evaluation criteria for future official plan amendments, and MTSA in general) was solicited through an online questionnaire available from October 27 to November 30, 2022.

Landowner meetings were held to collect landowner feedback in each of the four growth areas. Additional feedback from residents and developers was received via email.

Key messages emerging from feedback are listed below.

Yonge Street and Carrville Road/16th Avenue Key Development Area

- General support for the proposed vision statement which reads as follows - **"A community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus"**.
- Participants really liked the vision's "walkability" and "green and vibrant" elements.
- The need for a mix of building heights and types throughout the KDA and a balance of low/mid-rise and high-rise buildings were noted. Participants expressed the desire for mixed-use buildings to support a variety of services within reach of residents.
- Participants would like to see this KDA support more office jobs by "requiring office and institutional buildings near potential transit stations."
- Some noted the lack of uniqueness within the KDA, particularly in the southwest and southeast quadrants. Although outside of the KDA, the proximity to David Dunlop Observatory (DDO) was a noted benefit.
- The need for sustainable transportation (including public transit) and to manage traffic congestion to support growth and density were highlighted.
- Community parks with activities for families were discussed, however, some expressed concerns about the safety of parks near high-traffic areas (i.e., Yonge Street and Carrville Road).
- Greenspaces and trails were noted as very important features; it was expressed that there is a need for better connections.

Village Local Centre

- General support for the proposed vision statement which reads as follows - **"A Village within the City" that is vibrant, walkable and green; and that provides opportunities for entertainment and access to the City's history"**.
- There is a desire to revitalize this area into a vibrant, attractive public space with opportunities for eating and shopping while maintaining the historical character.
- Many participants noted the importance of heritage preservation and maintaining the village feel and character. Participants noted that the Village Centre embodies history and community places and that many unique considerations are concentrated in the village core (less so in the north and south parts of the study area).
- Several participants indicated that there needs to be a transition from the Centre to the north and south regarding height and density. A coordinated development approach is needed to ensure a cohesive feel throughout.
- There were mixed responses provided about the boundary of the area. Some felt it was too big, and some felt it was too small.
- There was a lack of agreement on whether residential and commercial/office uses should be mixed. Comments indicated that there is a desire to ensure that

businesses are not disruptive to nearby residents and maintain the area's historical value.

- Many participants highlighted the need for more greenspaces and places to gather.
- Participants noted the need for bike lanes, walkway connections and east/west connections for transit and vehicles.

Newkirk Local Centre

- General support for the proposed vision statement which reads as follows - **"An affordable, mixed-use community anchoring a transit station that connects commuters from across the City"**.
- While some participants felt that "affordable" required more explanation, others indicated that affordability could mean higher density and affordable rental housing is an important amenity to the area.
- There was a suggestion to build a parking garage to free up land for other uses near the GO station.
- There is a desire for truly mixed-use development, including retail, office, commercial and community uses, and residential.
- Participants suggested linear parks that are cohesive with the area and urban squares/plazas next to new buildings. There is an opportunity to integrate the new and existing community through public spaces.
- The importance of connections for people to access the GO station was noted. It was suggested that underpasses are needed to prevent the railway from being a barrier.

Oak Ridges Local Centre

- General support for the proposed vision statement which reads as follows - **"A community with a 'modern town' feel located on the Oak Ridges Moraine that is green, natural, clean and safe."**
- Participants liked that "safe" and "green" were highlighted. Participants were concerned about "modern town", noting that it might be too subjective.
- Participants had differing opinions on land use and density. Some preferred low-to-midrise heights; others felt that taller buildings were needed to achieve the vision of a mixed-use transit-oriented community.
- Participants liked the idea of mixed-use buildings along Yonge Street with ground-floor retail and a terraced approach.
- Participants highlighted concerns about parking. Noting that natural areas in/near the centre attract many visitors, causing a lot of traffic and making it difficult for residents to find parking.
- Over half of the participants would like "more policy direction to support a broader mix of uses beyond the street level in this Local Centre".
- An opportunity exists to showcase the area's uniqueness with a gateway feature at Yonge Street and King Road. There is an opportunity to emphasize Oak Ridges Local Centre's unique identity within the city.

- Participants were supportive of more park space. The amount of park space should be proportional to expected growth.
- Bike lanes, trails and sidewalks need to be continuous. Participants would like better transit connections to the wider city and region.

Additional Survey Feedback

- Almost half of the participants felt that current permitted uses in business parks are sufficient. Participants highlighted the need to bring more high-quality, high-paying job opportunities to Richmond Hill so residents can live and work locally.
- Participants would like to see the following uses permitted in employment areas: recreational uses, businesses geared towards selling to the public (when integrated within another building), standalone retail, commercial or restaurants. Include live-work and mixed-use spaces, with amenities like coffee shops, gyms, and restaurants for workers.
- A general feeling is that clusters would be attractive and beneficial to businesses, stimulating development.
- General support for tailored policies that are not overly restrictive or exclude certain types of businesses.
- Nearly half of participants felt that "the City should keep the limitations and not expand permissions for automotive uses in business parks". There is a desire for Richmond Hill to reduce car dependency. Increasing permissions for automotive uses may send the wrong message regarding sustainability.
- Over half of participants would support "requiring commercial and/or community uses at the street level in buildings facing the street in centres and corridors." General support exists for mixed-use buildings with commercial and/or community uses at the street level; a mix of uses supports vibrancy and vitality.
- Participants were asked what criteria the City should consider when determining the appropriate mix of residents and jobs for each MTSA. The most popular criteria were: "the type of transit serving the MTSA", "the location and context" and "infrastructure capacity".
- The top three criteria thought to increase the quality of life were: promote green and sustainable design that improves human health and addresses climate change impacts; protect and enhance the natural environment and water resources; and support orderly development by optimizing existing infrastructure and integrating land use planning with the delivery of infrastructure.

Engagement and Promotion

The figure below summarizes efforts the City has undertaken to engage the public in this Official Plan Update process during October and November 2022. This engagement reflects efforts to raise awareness of the OP Update and to educate and seek feedback on the proposed OPAs through events (i.e. virtual workshops, online survey) and the City's dedicated webpage.

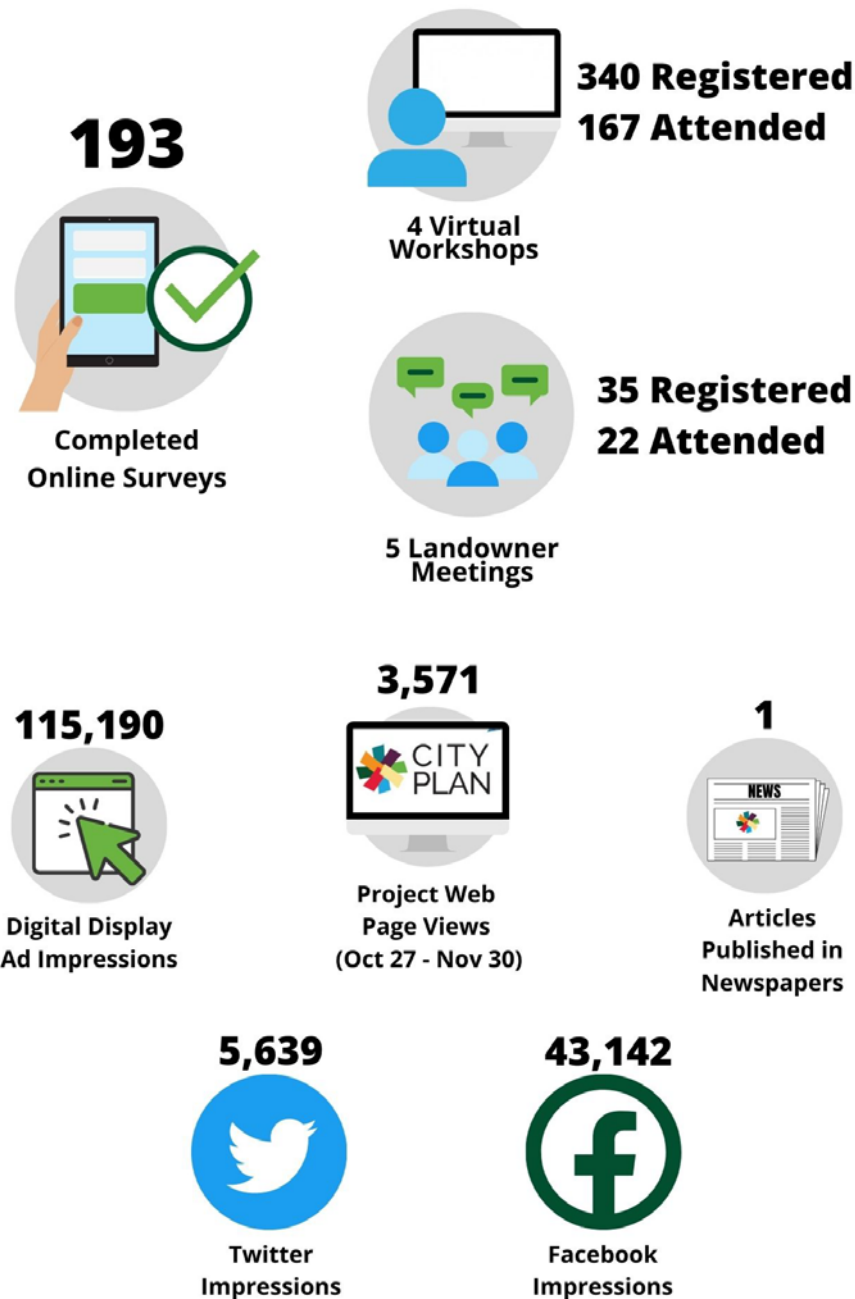


Figure 1: Engagement & Promotion Statistics

Next Steps

The summarized feedback will inform development of the OPAs specific to the four growth centres and employment areas. The drafted OPAs will be shared with the public in the spring of 2023 for comment. Based on feedback received, final drafts of the OPAs will be presented to City Council in the fall of 2023 for adoption. Following this, Phase 3 will continue releasing additional OPAs for public review and feedback. The timing of this, however, is subject to the work that the Province has proposed to do in support of its More Homes Built Faster initiative.

Section 1: Project Background

The City of Richmond Hill is undergoing an update of the City's Official Plan to provide a clear vision for planning and development to 2051 and attract more businesses, jobs, and residents. The update will consider new opportunities while aligning with current provincial and regional policies and plans where applicable (e.g., A Place to Grow: the Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Provincial Policy Statement, York Region Official Plan, etc.).

The Province requires an Official Plan update to be completed ten years after preparing a new comprehensive Official Plan. This ensures that the updated plan implements any changes to provincial policies, conforms with the York Region Official Plan's policies, responds to current urban issues and conditions, and considers new opportunities for shaping the city.

Council adopted Richmond Hill's current Official Plan in July 2010 to guide development to 2031. In accordance with the Regional Official Plan, this review will provide a clear vision and supporting policy direction for planning and development in Richmond Hill to 2051.

In addition to Planning Act requirements, the Official Plan update will look to better support long-term sustainable city building, respond to climate change, and create a better balance of jobs and residents in the city.

Several City initiatives are occurring concurrently with the Official Plan Update, which address some of these key themes. These initiatives develop tools that will be used to implement the policies of the Official Plan. There are also studies underway that inform the Official Plan Update.

The following is a list of these City-led projects:

- [Affordable Housing Strategy](#)
- [Community Energy and Emissions Plan](#)
- [Comprehensive Zoning By-law Review](#)
- [Richmond Hill Centre Secondary Plan](#)
- [Socio-Economic Study](#)
- [Transportation Master Plan Update](#)
- [Urban Forest Management Plan](#)
- Urban Master Environmental Services Plan
- [Yonge and Bernard Key Development Area Secondary Plan](#)
- [Parks, Recreation and Culture Plans](#)
- [Environment Strategy](#)
- [Richmond Hill Investment Attraction Strategy](#)
- [Stratification and Public Access Easement Study](#) (as part of the City's Standards and Specifications Manual)

Engagement Objectives

Updating the City's Official Plan provides an important opportunity to engage the public and key stakeholders. A key component of the project is an extensive stakeholder and community engagement program designed to raise broader interest and awareness and help shape the City's vision and goals for the future.

Specific objectives of the City Plan engagement program are to:

- Facilitate authentic and meaningful opportunities for engagement
- Engage broad members of the Richmond Hill community
- Report back on key outcomes

The engagement program will be delivered in three phases, as described on the City's [website](#). Phase 3: Policy Development and Official Plan Amendments seeks to gather feedback from residents and community groups as the City drafts and finalizes several Official Plan Amendments (OPAs). These OPAs have been divided into three batches. Each part will include public engagement to share the City's research, discuss possible changes to the Official Plan, receive feedback and share what we have heard before recommending the adoption of changes to the Official Plan.

This report summarizes feedback on Batch 2 of Phase 3 – Policy Development & Official Plan Amendments (OPAs). Batch 2 OPAs focus on employment; MTSA's (Major Transit Station Areas) & Corridors; four growth centres – Yonge Street and Carrville Road/16th Avenue Key Development Area, Village Local Centre, Newkirk Local Centre, Oak Ridges Local Centre, as well as housekeeping matters.

Feedback on each growth centre was collected through a series of public workshops held in November 2022. Presentation slides from each of the workshops are available online.

- [Yonge Street and Carrville Road / 16th Avenue Key Development Area Workshop](#) – November 15, 2022
- [Village Local Centre Workshop](#) – November 17, 2022
- [Newkirk Local Centre Workshop](#) – November 22, 2022
- [Oak Ridges Local Centre Workshop](#) – November 24, 2022

Additional feedback on the growth centres and other OPA topics (i.e., employment, evaluation criteria for future official plan amendments, MTSA's) was solicited through an online survey. The online questionnaire was available from October 27 to November 30, 2022.

Landowner meetings were held to collect feedback from landowners in each of the four growth areas. Additional feedback from residents and developers was received via email.

Section 2: What We Heard for Yonge Street and Carrville Road/16th Avenue KDA

This section summarizes the key themes heard throughout engagement on the Yonge Street and Carrville Road/16th Avenue Key Development Area (KDA). It should be noted that many of the complementary City initiatives listed in the project description will also address the key themes outlined in the following sections.

The Official Plan Update website provides a copy of the November 15 workshop [presentation](#). A map of the study area is provided below for reference.

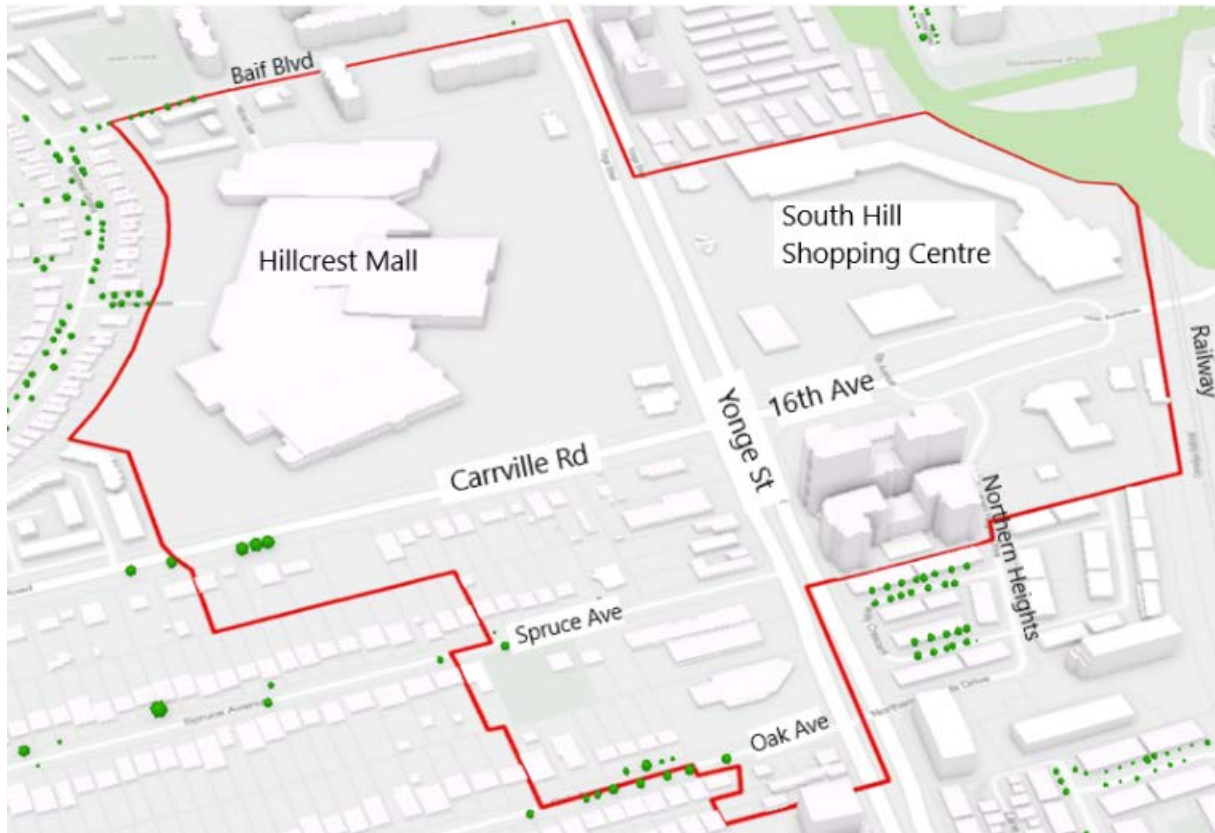


Figure 2: Study Area for Yonge Street and Carrville Road/16th Avenue Key Development Area (KDA)

Vision for Yonge Street & Carrville Road/16th Avenue KDA

During the workshop, participants were asked to reflect on the draft vision statement for Yonge Street & Carrville Road/16th KDA. The following vision statement is proposed - **"A community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus."**

The following list is a summary of the responses provided:

Supported Elements

- Overall support of wording and aspirational statement of the vision.

- Several participants noted they like the pedestrian-friendly, shopping focus and encouraging walkability. One participant noted that the vision evoked thoughts of Newmarket where they enjoy elements including Fairy Lake area, boardwalk, activities, people-centric, and shops.

Suggested Considerations

- Safety considerations for pedestrians were a noted priority.
- A few noted additional visionary goals of planning for all ages and having a vibrant evening/nightlife, artistic character/unique place, the balance of greenery and concrete, and a young, vibrant, and urban vibe.
- The need for community-based/local focus and the element of inclusivity was expressed.
- The importance of connecting and protecting greenspaces was noted.
- Providing a definition of 'sustainable'.

Survey participants were asked whether the vision statement reflected their long-term vision for the KDA. Participants were asked to respond on a scale of 1 ("not at all") to 5 ("yes, absolutely"). As shown below, the majority of participants were supportive of the proposed vision statement.

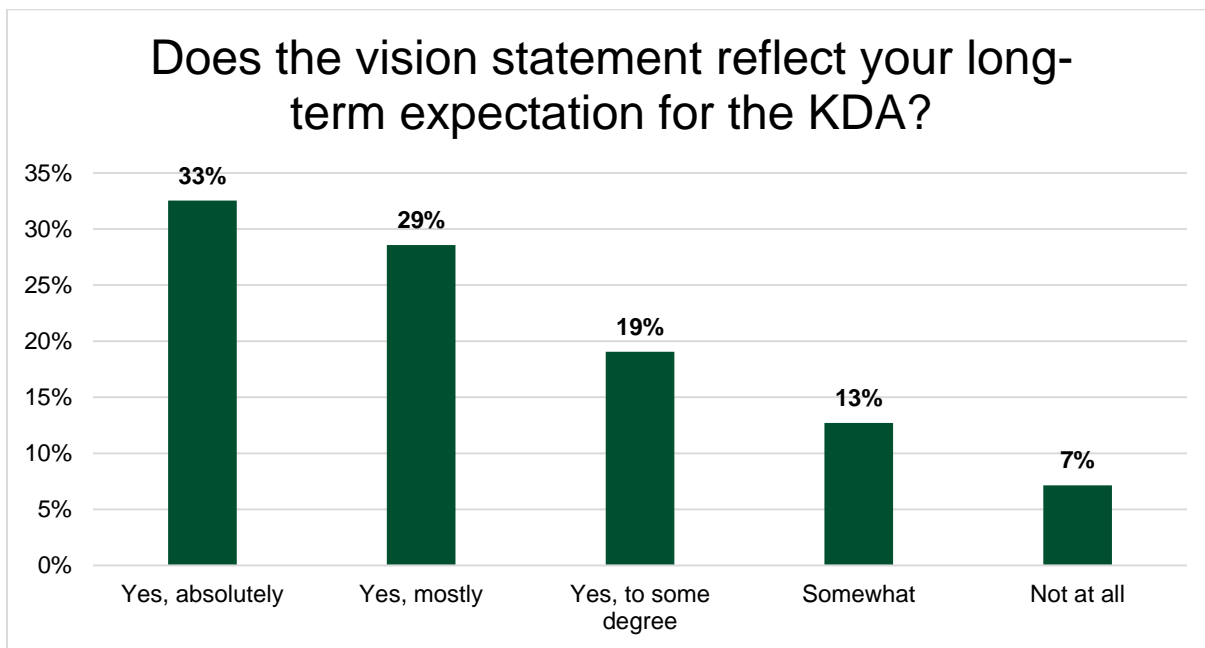


Figure 3: Participant responses to "Does the vision statement reflect your long-term expectation for the KDA?" (n=126)

Survey participants provided the following comments on their responses:

- Some participants noted a desire to decrease the focus on shopping. Other uses that support a "people-friendly community" – green space, recreational facilities, restaurants, employment opportunities, libraries, etc. – should also be a priority.

- A desire for more walkability and fewer parking lots. The area currently prioritizes cars and is not a pleasant environment for travel by other modes.
- Some participants noted concerns about vehicle traffic and congestion in the area.
- While many supported the vision, it was acknowledged that much work is needed to achieve it, particularly around a "green and vibrant" community.
- There was a lack of agreement on whether higher-density development would contribute to or hinder the achievement of this vision.

Land Use & Character Areas

During the workshop, participants were asked to reflect on the land use and character areas for Yonge Street & Carrville Road/16th Avenue KDA. The following list is a summary of the responses provided:

Building Heights

- The need for a mix of building heights throughout the KDA and a balance of low/mid-rise and high-rise buildings was noted.
- Some participants wanted to see more high-rise mixed-use buildings at the Yonge Street & Carrville Road/16th Avenue intersection. In contrast, others raised concerns about high-rise buildings in the area and expressed more comfort for low-rise and mid-rise buildings.
- Some noted concerns for high-rise buildings include blocking sunlight and a wind tunnel effect.
- A few recommended height maximum of 25-storeys for buildings in this area.
- A few suggested ensuring setbacks of tall buildings from Yonge Street.

Building Types

- The need for a mix of types throughout the KDA was noted.
- Participants expressed the desire for mixed-use buildings to support a variety of services within reach of residents.
- Several participants noted the need for ground-floor retail and commercial spaces with residential spaces above and standalone retail/commercial buildings.
- Several participants noted the need for buildings with interesting and attractive architecture/character and considerations of setbacks from the street.
- Affordable housing and affordable spaces for businesses were noted.
- Some noted the need for spaces to accommodate families.
- The importance of accessibility was noted, and consideration of meeting and exceeding Accessibility for Ontarians with Disabilities Act (AODA) requirements.
- A few noted the need to determine the transportation and infrastructure capacity of intended growth plans.

Community Amenities

- Social elements and services where people can gather were noted, including coffee shops, bakeries, community centres, daycare, and convenience stores.
- A balance of large retail and small local businesses was suggested as both were noted as important shopping features to participants.
- Several participants noted the need for buildings with the incorporation of greenspace (such as “parks in the sky”/rooftop parks).
- One suggestion was to convert the parking lot in the northeast quadrant of the KDA to an event space.

Supporting the Economy

Survey participants were asked to comment on how the KDA could support more office jobs in line with the City's Investment Attraction Strategy. Participants were invited to select all that apply from the options noted below. The most popular responses were "require office and institutional buildings near potential transit stations" and "do not require office and institutional buildings – encourage them only".

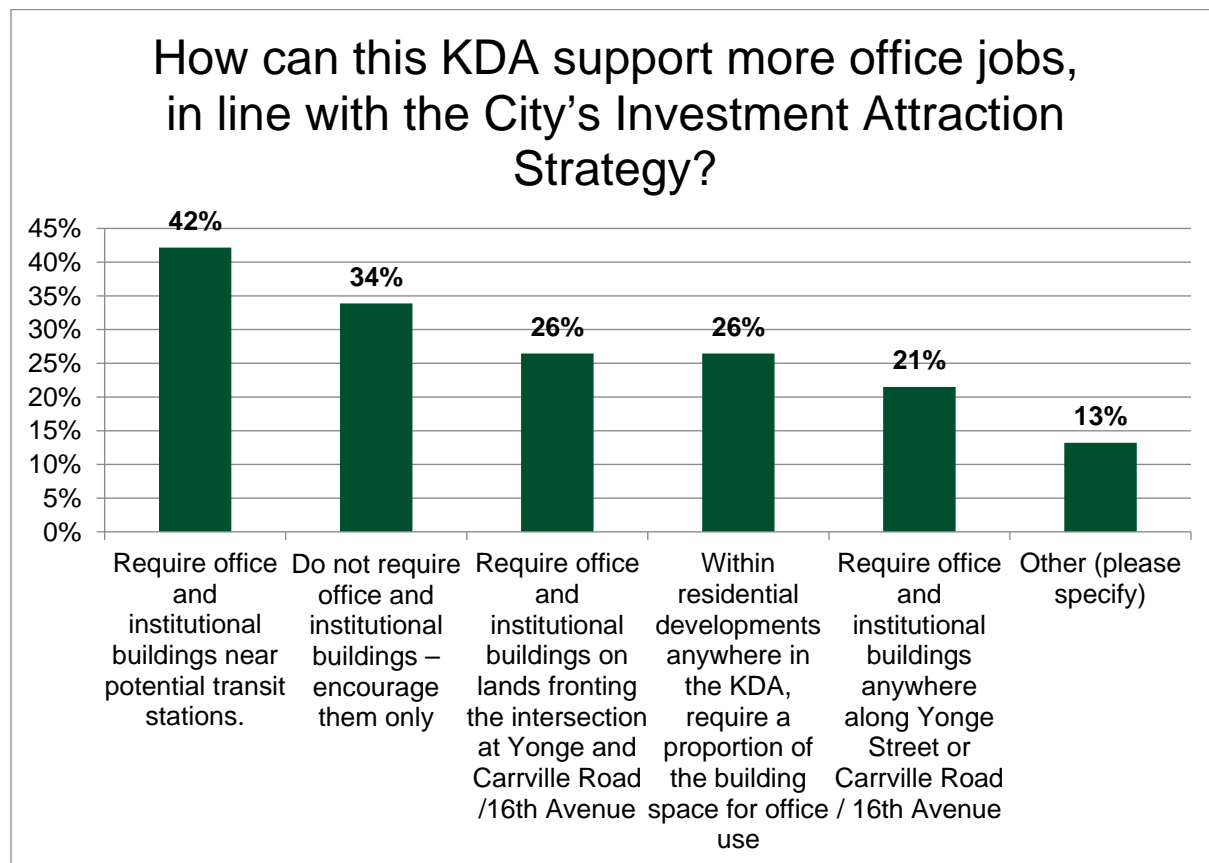


Figure 4: Participant responses to "How can this KDA support more office jobs, in line with the City's Investment Attraction Strategy? (Select all that apply)" (n=121)

Survey participants provided the following comments on their responses:

- Some participants would like to see a reduction in surface parking spaces. This could free up more space for office use.
- Other participants noted that better transit service to the area would be helpful.
- Some participants noted a desire for more restaurants and open spaces to make the area more attractive.
- Participants were supportive of a mix of residential, commercial, institutional and office spaces.

Considerations Unique to the Centre

During the workshop, participants were asked to reflect on considerations unique to the Yonge Street & Carrville Road/16th Avenue KDA. The following list is a summary of the responses provided:

Unique Elements

- Some noted the lack of uniqueness within the KDA, particularly in the southwest and southeast quadrants.
- Although outside of the KDA, the proximity to David Dunlop Observatory (DDO) was a noted benefit. A suggestion of a bridge link was provided.
- A few questions and concerns were mentioned regarding potential impacts on DDO from development, such as congestion and light pollution.

Suggested Considerations

- Creating a Yonge/16th Business Improvement Association was suggested.

Parks & Transportation

During the workshop, participants were asked to reflect on parks and transportation for Yonge Street & Carrville Road/16th Avenue KDA. The following list is a summary of the responses provided:

Transportation

- The need for sustainable transportation and consideration of public transit and traffic congestion to support growth and density was noted.
- It was suggested that the City encourage subway development and build towers around the station.
- It was also suggested to review the level of traffic and impacts of development on all modes of transportation and the connectivity throughout Richmond Hill.

Connectivity

- One participant suggested a pedestrian bridge linking the South Hill Shopping Centre area and the pedestrian mall through Yonge Street.
- The ring road of 16th Avenue was supported to avoid traffic and access South Hill Plaza. However, confusion about where to turn was also noted.

- Greenspaces and trails are very important features. However, there is a need for better connections among them.

Parks and Greenspaces

- Community parks with family activities were discussed; however, some expressed concerns about the safety of parks near high-traffic areas (i.e., Yonge Street and Carrville Road).
- Linear parks with connections through and outside of the area were suggested.
- Some participants liked the look of urban squares and open spaces.
- One participant noted having privately owned public spaces like Liberty Village, including interesting greenspaces, walkways, trees and gardens.

Suggested Considerations

- Several participants expressed interest in creating a focal point and/or artistic symbol in the KDA.
- Benches along streets and within parks as well as dog parks are needed.
- Other elements needed include natural waterway/pond (such as German Mills Creek) features.
- One specific suggestion was adding more vibrancy, art and structural interest on 16th Avenue going east to the bridge.
- An emailed submission, which was supportive of transit-oriented development, suggested phased development limits based on the transportation network capacity of the transportation facilities available to serve any new development in this area over time.

Landowner Feedback

The following is a summary of the feedback received from representative landowners within the Yonge Street & Carrville Road/16th Avenue KDA through a follow-up meeting.

- Support for ground-level retail development opportunities.
- While less parking is desirable, there will still be a need for some parking.
- A desire for flexibility to accommodate shifts in the market.
- Preference for "encourage" policies over "require".
- The amount of office space required may decrease over time given the expectation that a larger contingency of individuals may continue working from home.
- There is opportunity to explore co-working models within future development.

Section 3: What We Heard for Village Local Centre

This section provides a high-level summary of the key themes heard throughout engagement on the Village Local Centre. It should be noted that many of the complementary City initiatives listed in the project description will also address the key themes outlined in the following sections.

The Official Plan Update website provides a copy of the November 17 workshop [presentation](#). A map of the study area is provided below for reference.

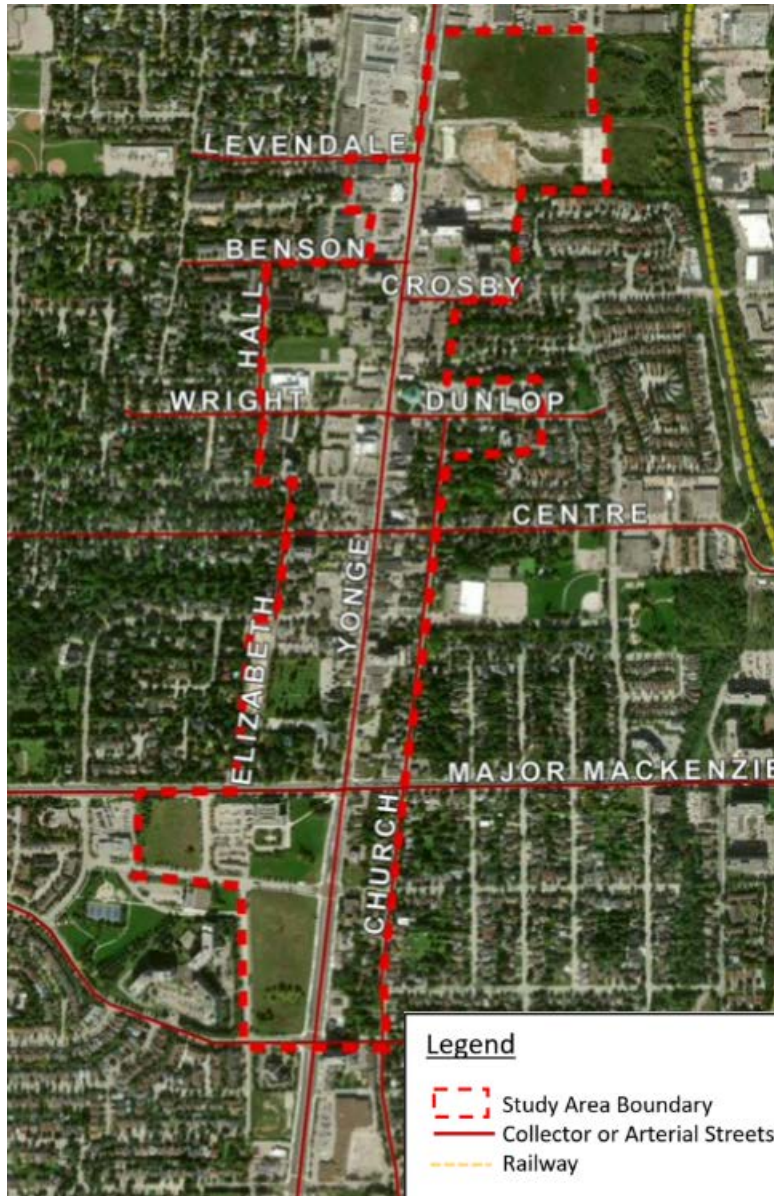


Figure 5: Study Area for Village Local Centre

Vision for Village Local Centre

During the workshop, participants were asked to reflect on the draft vision statement for the Village Local Centre. The following vision statement is proposed - **"A Village within the City" that is vibrant, walkable and green; and that provides opportunities for entertainment and access to the City's history."**

The following list is a summary of the responses provided:

Supported Elements

- Participants noted that vibrant, walkable and green is a good direction for the vision as there is potential for these elements, but it is not currently there.
- A few people indicated a lack of vibrancy from losing heritage homes.
- The area was noted as a “gem in the city” and the importance of the Village Local Centre having a welcoming focus/centre and somewhere to meet and congregate, host events and enjoy greenspace. Examples of other places with village cores, focus/centre and/or places for gatherings include Unionville, Stouffville, Markham, Newmarket, Uxbridge, Kleinburg and Shops at Don Mills.

Suggested Considerations

- Some participants noted that the specific words selected can be subjective and more understanding behind the selection of the words is needed.
- A few participants indicated that words such as green and entertainment were too limiting. Green was suggested to consider “community gathering spots”. Entertainment was suggested to consider a “great place to live”, “great place to work”, and “great place for social activities”.
- Additional elements to consider adding include “safe”, “clean”, “innovative” and “diversity” and a “focus/hub”.
- There was some noted confusion about “access” to history, with a suggestion to use the word “insight” instead.
- A few participants noted that accessibility should be noted to identify how the area can meet the needs of people with different abilities.
- Some participants noted that the Village could start developing complete communities and investing in the boulevards to reflect the old village feel.
- The desire for walkability with convenient access to goods and services was noted. This included food security (i.e., supermarkets and convenience stores), especially south of Major Mackenzie.
- It was also noted that it is important to have more civic functions and to bring City Hall to the area.

Survey participants were asked whether the vision statement reflected their long-term vision for the local centre. Participants were asked to respond on a scale of 1 ("not at all") to 5 ("yes, absolutely"). As shown below, most participants were supportive of the proposed vision statement.

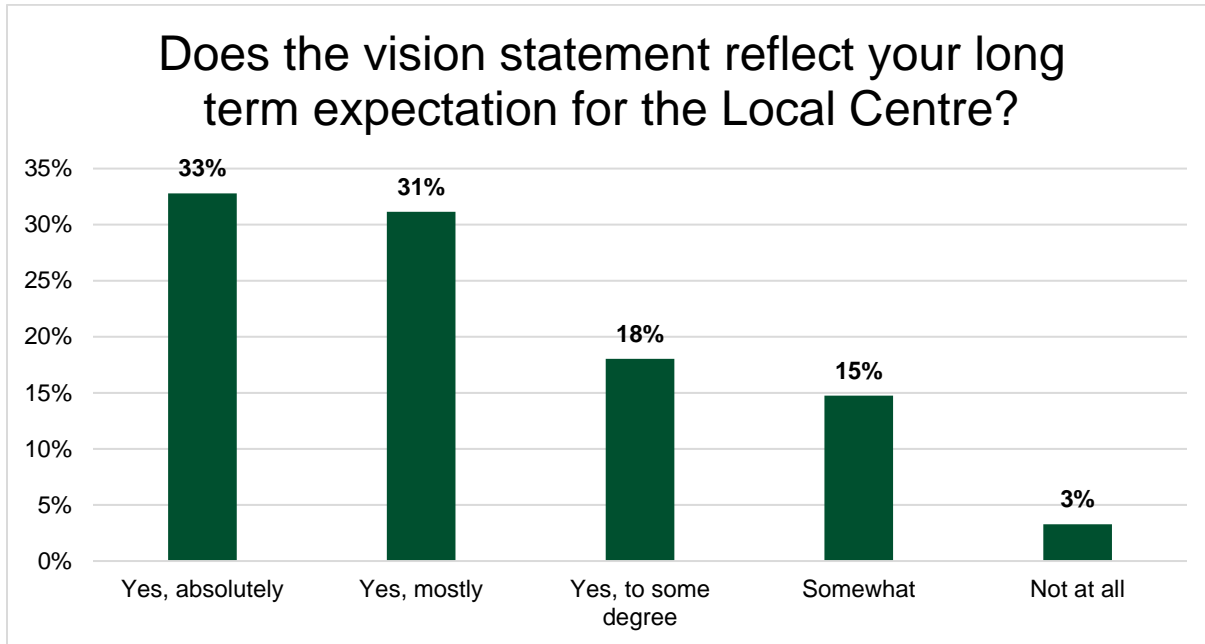


Figure 6: Participant responses to "Does the vision statement reflect your long-term expectation for the Local Centre?" (n=122)

Survey participants provided the following comments on their responses:

- Desire to revitalize this area into a vibrant, attractive public space with opportunities for eating and shopping while maintaining the historical character. Participants felt that there was a lot of opportunity here. However, much work will be needed to achieve the vision as the area is currently old and dated.
- Participants suggested modelling this area after Unionville, Markham, Oakville or Newmarket.
- Some participants suggested closing a portion of the road to cars (either permanently or for special events) to increase walkability.
- Concerns about traffic flow, congestion and lack of parking were raised.

Land Use & Character Areas

During the workshop, participants were asked to reflect on the land use and character areas for the Village Local Centre. The following list is a summary of the responses provided:

Area Boundary

- There were mixed responses provided about the boundary of the area. Some felt it was too big, and some felt it was too small.

- Participants who agreed with the boundary particularly noted that for the village/mixed-use corridor there should be an appropriate transition in height, style/feel to the buildings to fit with the context of the area.
- Some participants questioned if the boundary could be expanded east or west. Particularly north of Dunlop and east of Centre Street.
- It was also suggested that the MTSA's limits should be considered when determining the separations of the Village Local Centre designation from the Regional Mixed-Use designation.

Building Heights

- Participants noted concerns about high-rise intensification (more than eight storeys) and new uses fitting into the existing built form with the Centre core.
- Some participants suggested that intensification could be taller (up to 30 storeys) and denser in the north and south ends of the area with contextual sensitivity.
- Several participants indicated that there needs to be a transition from the Centre to the north and south regarding height and density. A coordinated development approach is needed to ensure a cohesive feel throughout.

Building Types

- Several participants noted that office spaces, both high-rise and small-scale spaces, should be allowed anywhere within the study area. Still, they would also need to accommodate parking (particularly behind buildings). It was noted that if the goal is to bring people to the area, there should not be restrictions to where commercial/office development is located.
- Participants noted the need to bring people and businesses to the area and indicated that mixed-use retail and service are good.
- The style of the building and setbacks are important to respect the surrounding area's character.
- A few participants suggested high-rise commercial/office spaces south of Major Mackenzie Drive at Yonge Street and north of Levensdale Road, with low/mid-rise mixed-use in between. Others suggested a high-rise in the Civic District and less density north.
- Some participants expressed concern over townhouses changing the character of the area. In contrast, others stated that townhouses would not negatively impact the area.
- It was also noted that new apartment buildings should not dwarf historic churches and homes. The churches should be the focus, providing viewpoints and centres that the Village can work from to create character in the community. The churches also represent the people, the gathering and the activities aside from the physical building that work towards a sense of community.

Area Character and Heritage

- Many participants noted the importance of heritage preservation and maintaining the Village's feel and character.
- Some noted to focus on the Village Centre/historic core as separate from the Civic District and the opportunity to put city hall in the Village.
- Some noted that they love the streetscape (lamp posts, flowers, storefronts, churches), and others suggested better recognizable entrances to the Village.
- A few participants also suggested that the City ensure hard surfaces and drainage issues associated with intensification among heritage buildings be managed and addressed ahead of development.
- Some noted to focus on arts, culture and history, highlighting landmarks and their locations. It was suggested to include historic plaques to educate/entertain residents and visitors.

Community Amenities

- Participants noted that they wanted to see a diversity of goods/services such as shoppes, boutiques, cafes, entertainment, bakeries, and green space.
- Advertisement and marketing of local amenities were suggested as well as more support for the Business Improvement Area (BIA).
- It was suggested to review Picton's model that requires big box stores to have smaller "kiosks" to allow people to walk and access services locally.
- Unionville was suggested as a good example of a vibrant area. Participants noted that open streets along Yonge Street between Crosby and Major Mackenzie have helped animate the downtown in the past.

Supporting the Economy

For lands between Major Mackenzie and Levensdale Road within the Village study area, the Official Plan currently has a policy which directs office, commercial and retail uses on lands with direct frontage on Yonge Street. The policies also permit small-scale office, commercial, and retail uses only in locations without direct frontage on Yonge Street that are identified on this map (see below).

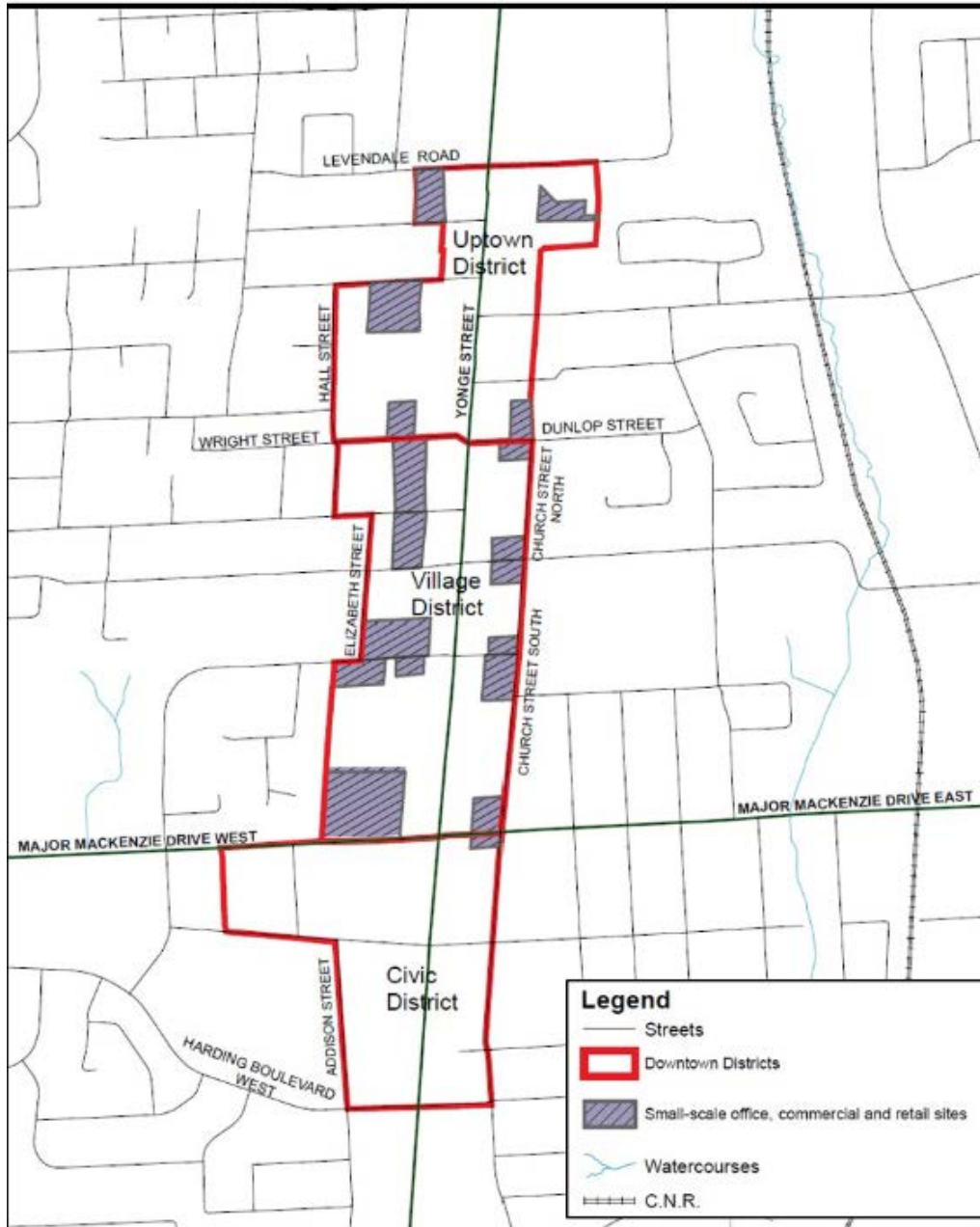


Figure 7: Permitted location of small-scale office, commercial and retail uses in the Village study area for properties without direct frontage on Yonge Street

Survey participants were asked if the policies should be revised to allow these uses in other areas of the Village. As shown below, over one-third of participants responded, "yes, allow small-scale office, commercial, and retail uses on any lands within the Local Centre". Another one-third of participants responded, "yes, allow small-scale office, commercial, and retail uses on any lands within the Local Centre, with the exception of properties that are adjacent to the Neighbourhood land use designation".

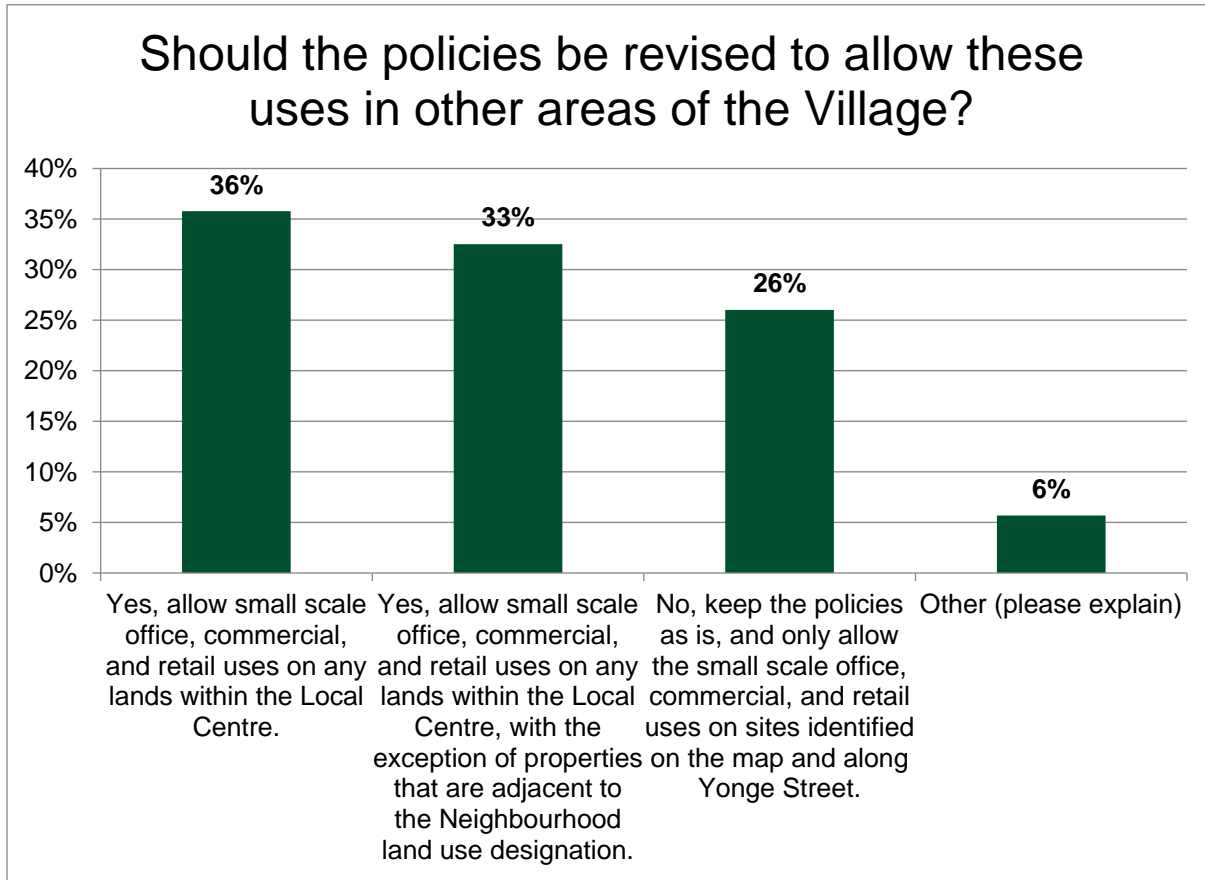


Figure 8: Participant responses to "Should the policies be revised to allow these uses in other areas of the Village?" (n=123)

Survey participants provided the following comments on their responses:

- Desire to ensure that businesses are not disruptive to nearby residents and maintain the area's historical value.
- Some participants felt introducing new businesses to the area was necessary to support revitalization.
- Participants reiterated their desire for this area to become a vibrant, attractive public space.

Considerations Unique to the Centre

During the workshop, participants were asked to reflect on considerations unique to the Village Local Centre. The following list is a summary of the responses provided:

Unique Elements

- Participants noted that the Village Centre embodies history and community places and that many unique considerations are concentrated in the village core and not as much in the north and south parts of the area.
- Several participants noted the importance of historic/heritage buildings which give character to the area, and the importance of maintaining this architectural character.
- Participants highlighted some heritage buildings that have been converted to other uses, such as “Covernotes” and “3 Coins.”
- Participants also noted the uniqueness of Church Street, including the lawn bowling club, Heritage Centre, the mature tree canopy, natural heritage and urban forest feel.
- Participants also noted unique elements such as churches, historical tours, theatre/performance centre, restaurants (i.e., Rhapsody), library and arena.

Suggested Considerations

- It was noted that some buildings not deemed to be heritage buildings still have a lot of history and character that is worth protecting.
- Some participants indicated that the City needs to decide what heritage buildings should be preserved and suggested that the Old Post Office be preserved.
- One participant suggested that a well thought out built form program should be created as a control mechanism for development. Unionville was provided as an example of where this currently exists.
- It was noted that some facilities include parking, but there is an opportunity for this to be better utilized.
- One participant noted the importance of pedestrian connectivity including access to Yonge Street and rear entrances to stores.

Parks & Transportation

During the workshop, participants were asked to reflect on the parks and transportation for the Village Local Centre. The following list is a summary of the responses provided:

Transportation

- Participants noted the need for east/west connections for transit and vehicles.
- Participants asked the project team to consider traffic impacts starting from Finch Station, including a bus lane slowed by cars.
- Participants also asked the project team to consider electric-powered buses and mini-bus services east and west of Yonge Street.

Connectivity

- Safety is an important consideration for bikes, trails, and walking with families to transit and community centres.

- It was also noted that connection enhancements need a holistic approach to consider other elements such as parking, access and reason for travel.
- Potential connections include a trail along the watercourse from Mill Pond to Pioneer Park and Elgin Mills trail, as the current tracks are a barrier.
- Some participants noted that they want to be able to walk along German Mills Creek.
- A few participants noted support for the Elizabeth Street extension. It was also noted that development should be reasonably scaled.
- One participant noted that the laneway and pedestrian connection idea from the previous Secondary Plan was bold and innovative and should be reviewed.

Parks and Greenspaces

- Many participants highlighted the need for more green space and places to gather.
- Some participants were supportive of the proposed parks found in the City's 2022 Parks Plan.
- Some participants suggested that urban plazas, walkways, gardens, linear parks, and open spaces should be encouraged.
- Some participants noted opportunities to be creative and innovative with parkettes and linear parks. One participant provided an example of New York parkettes with distinct features and partnerships with developers.
- The old Quebecor site located at Yonge Street and Leventdale (extension) was suggested for a large park and activities.
- It was also noted that Ransom Park with the Terry Fox statue should be considered a destination.
- Some participants noted that the location of parks would depend on where residential buildings are placed and suggested parks are needed close to large developments.
- It was suggested that development applications include parks and walkways instead of just the building design.
- Additional considerations noted the importance of parking and dog facilities.
- Some suggested including a historic theme to the overall area and elements such as “happy to chat” benches.

Landowner Feedback

The following is a summary of the feedback received from representative landowners within the Village Local Centre during two follow-up meetings:

- The desire for the Master Environmental Servicing Plan and Official Plan Review to be expedited so that lands can be developed faster.
- Ensure that proposed growth areas are adequately serviced.
- Recommendation for no maximum density or height.
- The amount of office space required may decrease given the larger number of individuals working from home.

- Support for non-residential uses in new development.
- While residents and visitors need adequate parking, the City should not require so many parking spaces from applicants to proceed with development proposals.
- Some feel that current policies are prohibitive to development and, timelines to process development applications are too long.
- Support for attractive public spaces within proposed developments.
- Policies should recognize existing building heights in relation to new developments (i.e., transitions).
- Through a written submission, a land owner noted a desire for permission to build an 8 storey building within the Village.

Section 4: What We Heard for Newkirk Local Centre

This section provides a high-level summary of the key themes heard throughout engagement on the Newkirk Local Centre. It should be noted that many of the complementary City initiatives listed in the project description will also address the key themes outlined in the following sections.

The Official Plan Update website provides a copy of the November 22 workshop [presentation](#). A map of the study area is provided below for reference.



Figure 9: Study Area for Newkirk Local Centre

Vision for Newkirk Local Centre

During the workshop, participants were asked to reflect on the draft vision statement for the Newkirk Local Centre. The following vision statement is proposed - **"An affordable, mixed-use community anchoring a transit station that connects commuters from across the City."**

The following list is a summary of the responses provided:

Supported Elements

- Participants noted that the vision is good and indicates that the area is for more than just parking.
- One participant indicated that a mixed-use community would encompass walkable spaces to and from transit and various uses, not just residential.

Suggested Considerations

- It was suggested that “livable” be added.
- It was suggested to change “community” to “buildings”.
- Some participants noted that words such as “commuters” and “affordable mixed-use” needed further explanation. One participant particularly noted not liking the word commuter.
- While some participants felt that the term “affordable” required more explanation, others indicated that affordability could mean higher density and affordable rental housing is an important amenity to the area. A few participants noted that single-family homes are counterproductive to the vision statement and that higher density around transit stations is important as the increased density would support transit. One participant noted that affordable should apply towards both rental and ownership tenures, and in apartments and townhouses. One participant suggested that affordable should be explicitly defined and include how it relates to attainable housing.
- It was noted that there would be differences in the wants and needs of commuters and residents, and it would be a challenge to balance both.
- It was suggested that the area around the GO station should be a place for shopping, things to do and places to eat. It was noted that a “mini-Union Station” should be considered in the northeast quadrant of the area.
- Multi-level parking structures were a noted suggestion.

Survey participants were asked whether the vision statement reflected their long-term vision for the local centre. Participants were asked to respond on a scale of 1 ("not at all") to 5 ("yes, absolutely"). As shown below, the majority of participants were supportive of the proposed vision statement.

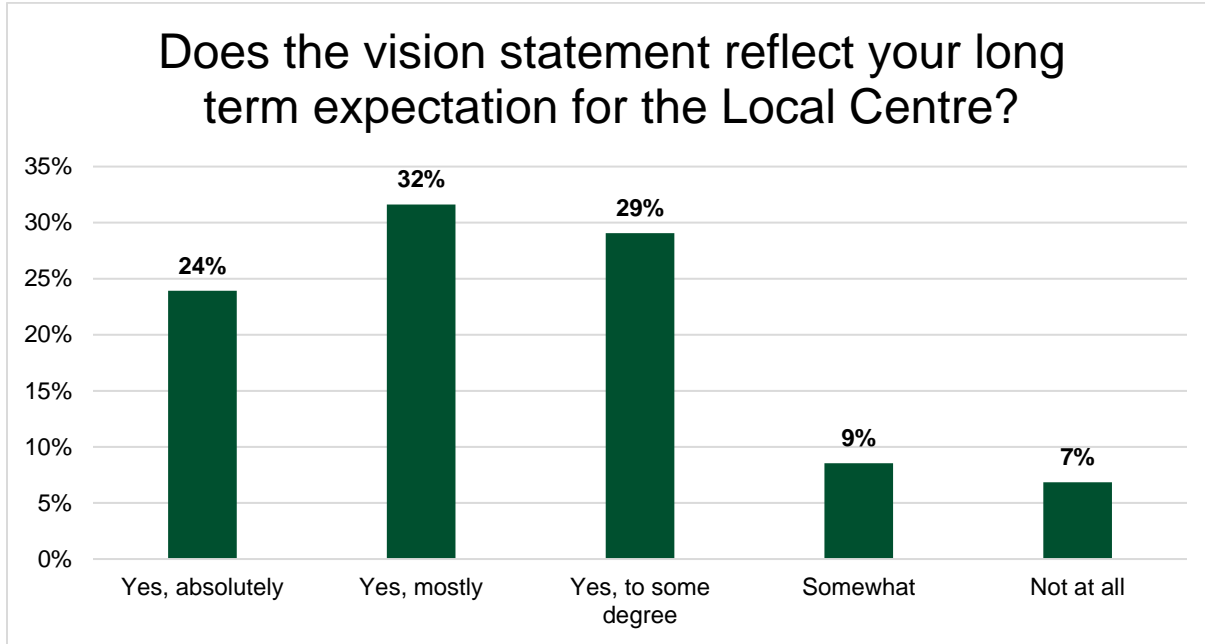


Figure 10: Participant responses to "Does the vision statement reflect your long-term expectation for the Local Centre?" (n=117)

Survey participants provided the following comments on their responses:

- Suggestion to build a commuter parking garage to free up land for other uses near the GO station.
- Feeling that the vision statement describes the area as it is currently. Potential for the statement to be more aspirational.
- Support for a "mixed-use and affordable community". Consider commercial, retail and office spaces in this local centre.
- Desire to improve access to the GO station for those who walk or bike.

Land Use & Character Areas

During the workshop, participants were asked to reflect on the land use and character areas for the Newkirk Local Centre. The following list is a summary of the responses provided:

Building Heights

- Some participants were supportive of higher buildings if they allowed for more and larger public space opportunities.
- Participants noted that office spaces should be low-rise and/or mid-rise.
- Participants noted that residential buildings should be mixed-use mid-rise and high-rise apartments with higher density closer to the GO station and transition to lower-density areas adjacent to the area.
- It was noted that the public realm should be considered before density distribution.

Building Types

- Participants highlighted the opportunity to remove some surface parking and include more housing around the GO station. Several participants noted the importance of increasing the number of rental housing units.
- Participants liked mixed-use buildings with goods and services and noted the opportunity to include office buildings. Commercial uses were noted to be supported by foot traffic and located on Major Mackenzie Drive and Bayview Avenue.
- It was also noted that mixed-use buildings should be prioritized with retail, office and institutional uses below residential units.
- Participants indicated that within mixed-use buildings, retail should be available on the ground floor and services available on second and third floors.

Community Amenities

- One participant noted the importance of providing a mix of services to the area.
- Participants emphasized the importance of “eat and play” in the area. An example of Lonsdale Quay in Vancouver was provided as a good model for a bus station with a nearby market.
- Bicycle parking at the GO station is needed.

Supporting the Economy

The current Official Plan permits retail, office, commercial, and community uses within this area. It requires they be provided at street level for new development fronting Major Mackenzie Drive. Survey participants were asked what changes to these policies should be considered by the City to support the vision for this Local Centre as a mixed-use community and transit station anchor. Survey participants were presented with four options, as shown below. The most popular response was "require a larger proportion of

new buildings (not just at street level) across the whole of the Local Centre to provide retail, office, commercial and community uses."

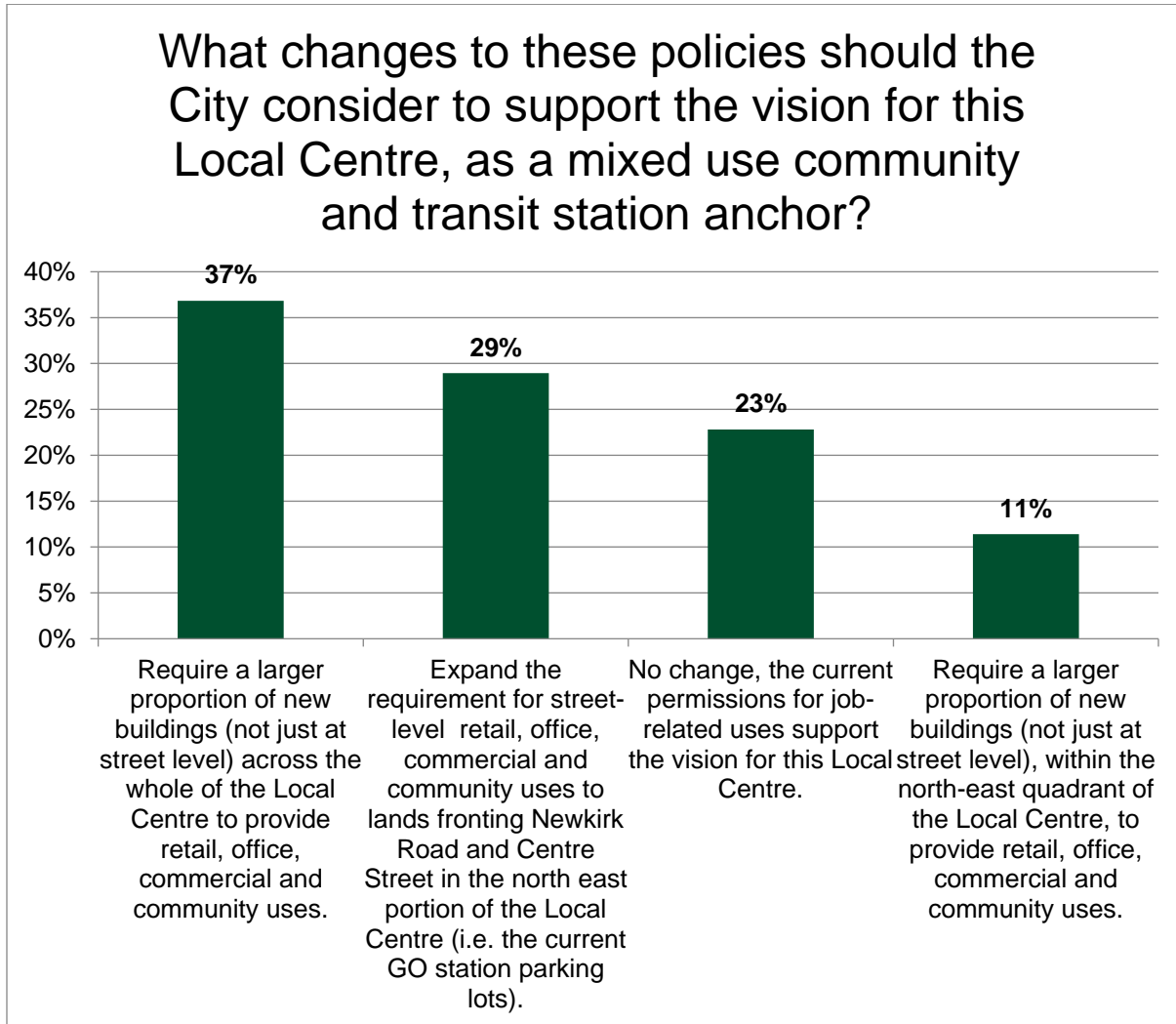


Figure 11: Participant responses to "What changes to these policies should the City consider to support the vision for this Local Centre as a mixed-use community and transit station anchor?" (n=114)

Survey participants provided the following comments on their responses:

- The desire for truly mixed-use development, including retail, office, commercial and community uses, and residential.
- Concerns for increased vehicle traffic in this area.

Parks & Transportation

During the workshop, participants were asked to reflect on the parks and transportation for the Newkirk Local Centre. The following list is a summary of the responses provided:

Transportation

- The importance of connections for people to access the GO station was noted. It was suggested that underpasses are needed to prevent the railway from being a barrier.
- One participant noted the importance of connectivity to Newkirk and within the area. It was suggested that last mile solutions are explored, including federal funding programs that support last mile pilot projects.

Connectivity

- Crosswalks and cycling lanes were noted suggestions on Newkirk.
- It was noted that the public realm is at the heart of how people use the space. Suggestions for addressing barriers by creating connections for walking and biking were discussed.
- It was also noted that pathways that end abruptly need to be improved. It was suggested that enhancing sidewalks to maintain access beyond the end of the linear park would be a better transition.

Parks and Greenspaces

- Participants suggested linear parks that are cohesive with the area and urban squares/plazas next to new buildings. There is an opportunity to integrate the new and existing community through public spaces.
- It was suggested that multiple squares throughout the area would create a pleasant public walking experience. However, one participant noted concerns with too many open spaces around high density.
- Participants noted that linear parks, piazzas, and urban squares would be great for this area. The importance of open spaces for people to sit and take a moment with visual interest was suggested.
- A few participants suggested that play structures for kids would be needed.
- Some concern was noted about the utility of parks and if they would be enjoyable.
- One participant suggested that a large public park is needed at the northwest corner.
- A few participants discussed Sussex Park and noted that a new connection in the north is needed.
- Essex Parkette was noted as being too small, and improvements for more livable green space are needed.

During the workshop, two maps with proposed parks and trails were shown. An image of the maps can be found in the presentation deck linked above. The following is a list of specific responses provided:

Supported Elements

- Supportive of the expansion of the existing Essex Parkette to accommodate more users.
- Support for proposed public spaces space next to the GO station platform; this could take the shape of either a public square, or perhaps a more linear park which provides a walkway out to Major Mackenzie and Newkirk. Participants liked the idea of having public spaces in proximity to the GO station; however, there was concern that these were not full parks.
- There was support towards a potential connection across the rail tracks north of Major Mackenzie Drive to connect the west and east quadrants of the study area. This connection and the one mentioned above could be connected to form a continuous link.

Suggested Considerations

- Concern about proposed linear park along the south side of Centre Street being an extremely long linear park and with unattractive backdrop. It was suggested that this be moved south to a more attractive area.
- It was suggested that the potential trail along the eastern side of the centre up to Sussex Park be extended toward GO station and school as well as a trail or walkway connection north of the school outside the study area. There was support for this trail as it looks like it is part of the streetscape, and important to have a lovely interface that borders the street.
- A potential trail across the rail tracks south of Major Mackenzie bridges the divide of the rail lines and is important to help build community.

Landowner Feedback

The following is a summary of the feedback received from representative landowners within the Newkirk Local Centre during a follow-up meeting.

- Support was expressed for the proposed station square and pedestrian connections to the GO station.
- Support for mid-rise development that relates to the surrounding neighbourhoods. This could include a commercial area to allow commuters to access amenities and services.
- Permitting mid-rise densities would help to offset development costs.
- Concern about availability of parking and commuters parking offsite.
- Safety concerns with a high volume of pedestrians crossing.
- Suggestion to expand the study area boundary to include adjacent lands and Unity Park within the local centre.
- Development needs to begin as soon as possible so that the vision for the local centre can be achieved.

Section 5: What We Heard for Oak Ridges Local Centre

This section summarizes the key themes heard throughout engagement on the Oak Ridges Local Centre. It should be noted that many of the complementary City initiatives listed in the project description will also address the key themes outlined in the following sections.

The Official Plan Update website provides a copy of the November 24 workshop [presentation](#). A map of the study area is provided below for reference.

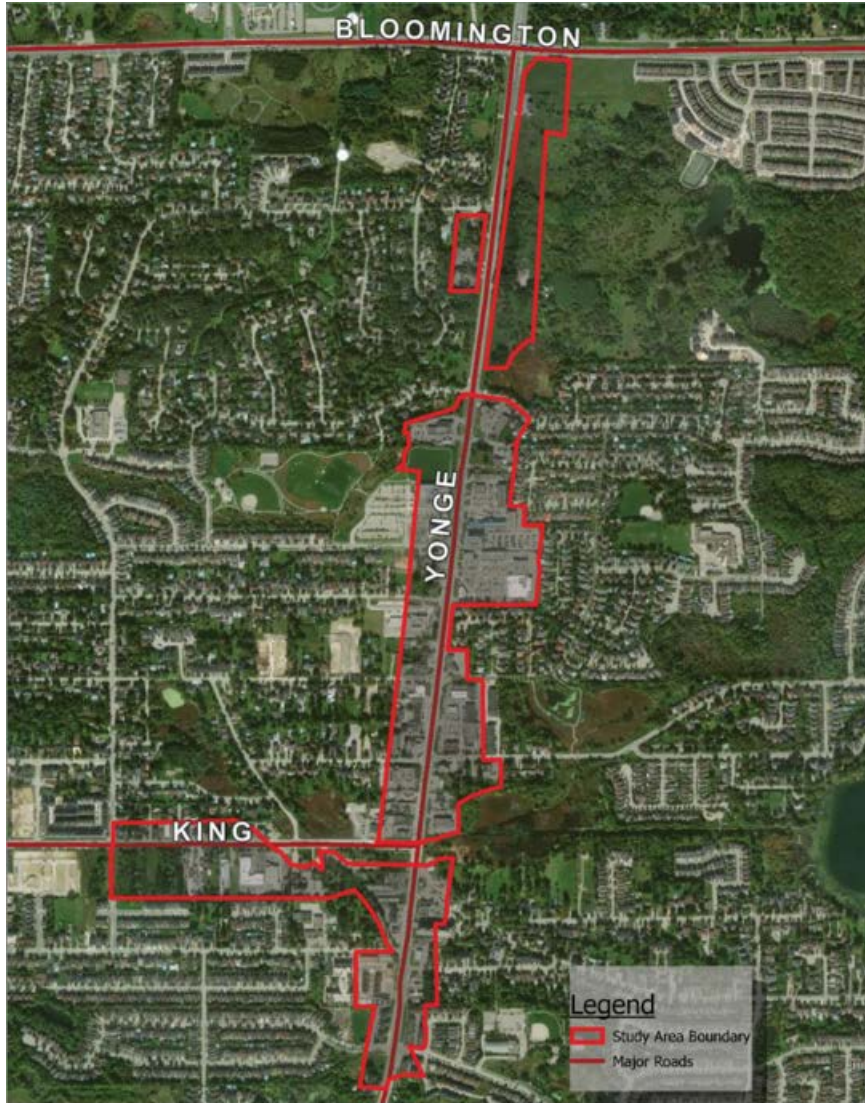


Figure 12: Study Area for Oak Ridges Local Centre

Vision for Oak Ridges Local Centre

During the workshop, participants were asked to reflect on the draft vision statement for the Oak Ridges Local Centre. The following vision statement is proposed - **"A community with a 'modern town' feel located on the Oak Ridges Moraine that is green, natural, clean and safe."**

The following list is a summary of the responses provided:

Supported Elements

- In general, the vision statement resonated with participants. Participants liked that "safe" and "green" were highlighted within the statement.

Suggested Considerations

- The vision statement should emphasize the uniqueness of the Oak Ridges Local Centre while connecting to the wider City of Richmond Hill.
- Participants were concerned about "modern town" in particular, noting that it might be too subjective. Participants emphasized that they wanted to see a walkable main street with a town feel, not high rises. Participants also stressed that a modern town needs to be green-focused and pedestrian-friendly.
- It was suggested that "active" could be added to the vision statement as many places within the Centre encourage walking and biking. Better active transportation infrastructure is needed along Yonge Street. Connected sidewalks are needed throughout the Centre.
- It was also suggested that "protected" be added to the vision statement to emphasize the importance of environmental protection in this area.
- There was some concern about plans for rapid transit and whether additional traffic would hinder achieving the vision. The amount of traffic in this area needs to be considered.
- Participants note a desire for modern architecture which incorporates the natural environment and is sustainable.

Survey participants were asked whether the vision statement reflected their long-term vision for the Local Centre. Participants were asked to respond on a scale of 1 ("not at all") to 5 ("yes, absolutely"). As shown below, the majority of participants were supportive of the proposed vision statement.

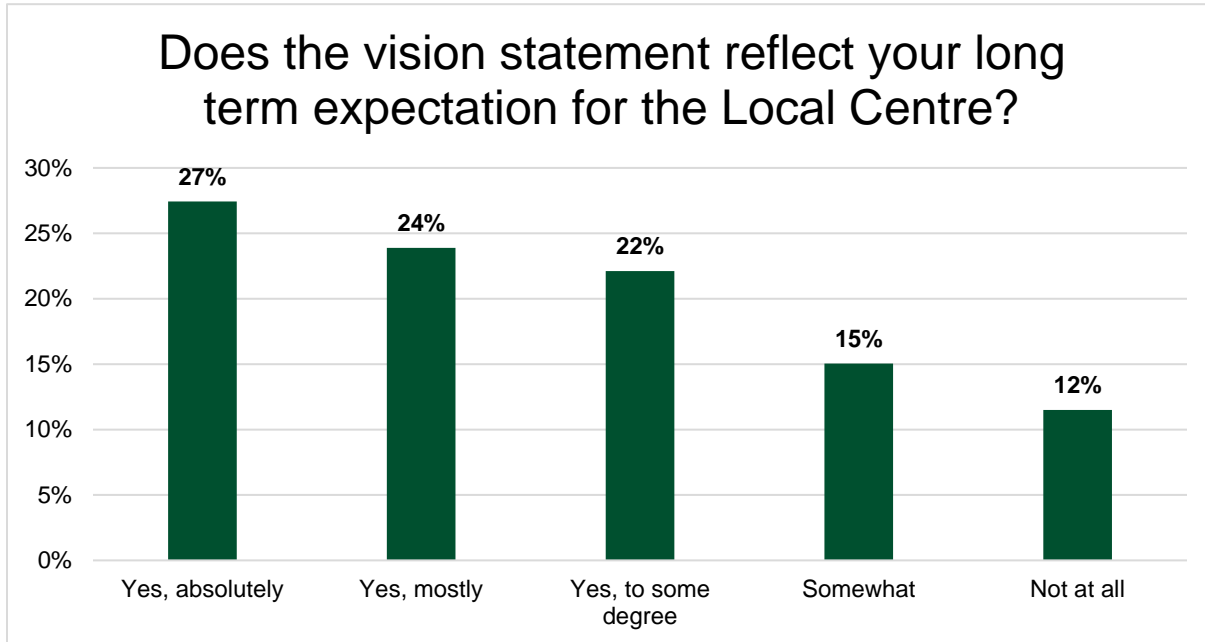


Figure 13: Participant responses to "Does the vision statement reflect your long-term expectation for the Local Centre?" (n=113)

Survey participants provided the following comments on their responses:

- Lack of clarity as to the meaning of a "modern town."
- Participants liked that the vision statement highlighted "green, natural, clean and safe". A few participants questioned why this was the only vision statement to include the word "safe."
- A desire for more walkability and local destinations. Some participants would like to see a greater variety of land uses.
- Some participants highlighted the importance of protecting the Oak Ridges Moraine and limiting development.

Land Use & Character Areas

During the workshop, participants were asked to reflect on the land use and character areas for the Oak Ridges Local Centre. The following list is a summary of the responses provided:

Area Character

- While there is an acknowledgement that intensification is necessary, participants emphasized the need to consider the local environment. Some participants are concerned about further development on the moraine and highlighted the importance of groundwater protection in this area. There was also concern about

development in the flood plain. Maintaining the tree canopy was seen as important.

- Participants expressed that anticipated growth would necessitate the proposed boundary expansion in the north of the study area.

Building Heights

- Participants had differing opinions on density. Some preferred low-to-midrise heights; others felt that taller buildings were needed to achieve the vision of a mixed-use transit-oriented community.
- Participants did not see the need for variation in building height.
- Some residents were more willing to accommodate high-rise buildings if more space would be available for parks and public amenities. Certain areas – like Yonge Street and King Road – could accommodate more density. One participant noted that height was less important than the overall character of the area.
- Participants felt that lower heights were important within the site lines of Lake Wilcox.

Building Types

- Participants liked the idea of mixed-use buildings along Yonge Street with ground-floor retail and a terraced approach. Setbacks, public spaces and parks should be incorporated into the design.
- The importance of architectural character and the inclusion of green elements into buildings were highlighted. Streetscapes should include trees, planters and flowers.
- Participants would like to see new development address the "missing middle" in terms of housing.
- There was a suggestion to incorporate underground parking in new developments.

Community Amenities

- Participants would like the area to include all necessary amenities to age in place.
- Schools and local amenities (grocery stores) need to expand with growth.
- Participants were not supportive of traditional big box stores ("major retail") as they detract from the small-town feel.

Supporting the Economy

The Official Plan currently has a policy that encourages non-residential uses (e.g., retail, commercial, office, etc.) at street level in a mixed-use building form for new development in the ORLC. Furthermore, the Official Plan does not permit "major retail" in this Centre. Survey participants were asked how these policies should be revised to promote the "modern main street" vision for this area.

Participants were invited to select all that apply from the options presented below. Over half of the participants would like "more policy direction to support a broader mix of uses beyond the street level in this Local Centre". "Require non-residential uses at street level for development fronting Yonge Street" was the second most popular response.

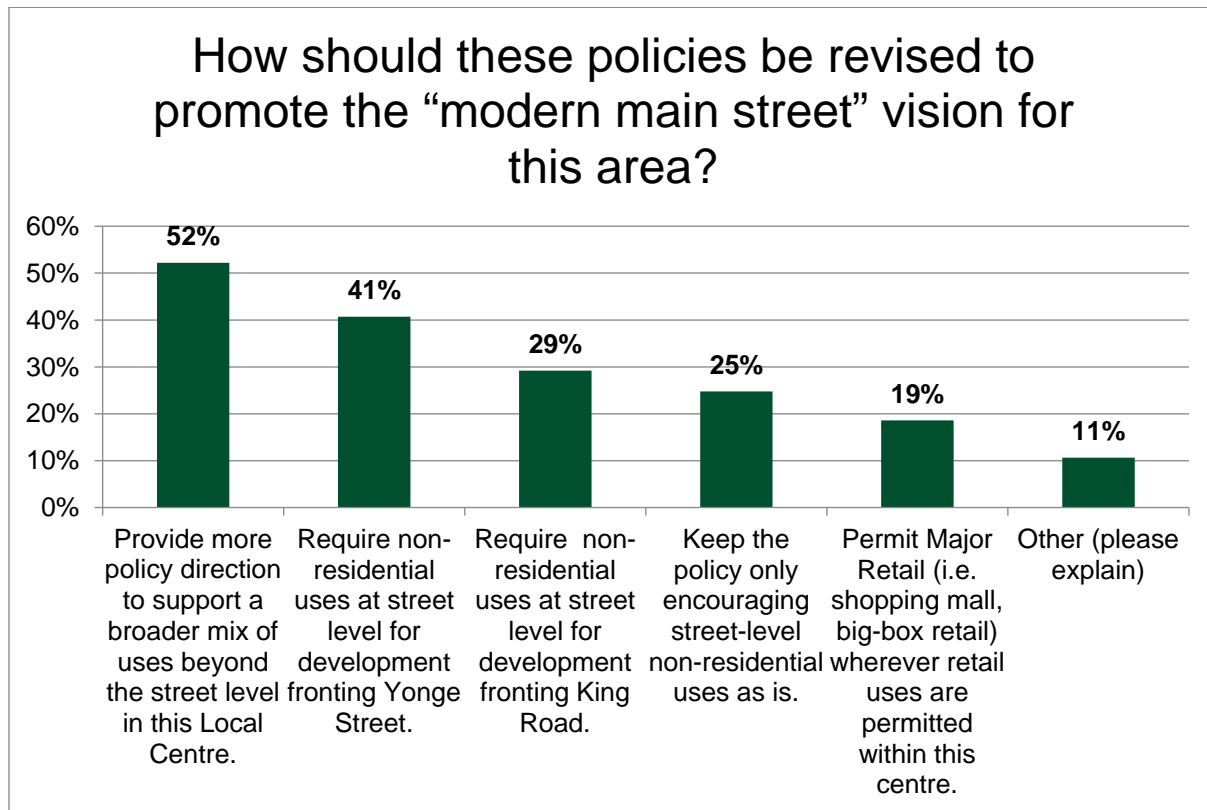


Figure 14: Participant responses to "How should these policies be revised to promote the "modern main street" vision for this area?" (n=113)

Survey participants provided the following comments on their responses:

- Some support for larger retailers along Yonge Street and King Road to provide services for residents (e.g., grocery stores).
- Participants liked the idea of ground floor commercial spaces, particularly for small local businesses and restaurants, to support a walkable small-town feel.

Considerations Unique to the Centre

During the workshop, participants were asked to reflect on considerations unique to the Oak Ridges Local Centre. The following list is a summary of the responses provided:

Unique Elements

- This Centre's natural elements make it unique - trails, green spaces, water, and trees. Access to these features needs to be maintained and expanded as the area develops. There is an opportunity to bring these features (e.g., waterscapes) into the street to highlight them. The moraine itself is also a feature to be celebrated.
- Participants highlighted that Lake Wilcox and Bond Lake attract people from outside the area.
- The library and the area around the library were seen as important features.

Suggested Considerations

- There is an opportunity to showcase and feature the area's uniqueness with a gateway feature at Yonge Street and King Road.
- There is an opportunity to emphasize Oak Ridges Local Centre's unique identity within the city.
- Wildlife in the area should be protected.
- The Bloomington Road and Yonge Street area should be retained and protected.

Parks & Transportation

During the workshop, participants were asked to reflect on the parks and transportation for the Oak Ridges Local Centre. The following list is a summary of the responses provided:

Transportation

- Participants would like better transit connections to the wider city and GTA.
- Concerns around traffic were expressed and how that might increase with the increase of residents and jobs.
- Participants highlighted concerns about parking. Natural areas in the Centre attract many visitors, causing a lot of traffic and making it difficult for residents to find parking.
- It was suggested that better sidewalk connections would reduce the need for parking.
- There is an opportunity to reduce lane sizes on Yonge Street to accommodate other uses, such as green space and active transportation infrastructure. This could also help to reduce traffic speeds and improve walkability.

Connectivity

- Some participants noted that they like the interconnectedness of parks in this area. Others called for better connections between parks (transit and active transportation) to reduce the need for driving and parking. Walkability is important.
- Bike lanes, trails and sidewalks need to be continuous. There is support for dedicated bike lanes on North Lake Road.

Parks and Greenspaces

- Participants were supportive of more park space. The amount of park space should be proportional to the expected growth. The quality of the park and its programming are also important. One participant was particularly supportive of the park near Bostwick Crescent.
- Existing parks (including trees) should be maintained appropriately.
- There is a desire for different types of parks with different activities for children. Parkettes and urban plazas can provide places to sit along the street.
- Having safe spaces for youth is important and should be maintained.
- One participant suggested a dog park.

Landowner Feedback

The following is a summary of the feedback received from representative landowners within the Oak Ridges Local Centre during a follow-up meeting.

- Developers need a business case or incentive to build. The development approval process is costly.
- Density and height restrictions are important factors in determining the feasibility of a project.
- There is support for main street retail. Note that on-street parking is necessary, as is a pleasant streetscape and traffic calming.
- Leasing retail spaces can be a challenge.
- Consider a Special Policy Area in accordance with the Provincial Policy Statement to allow development in the floodplain.
- Support for creating connections to the City's existing park system.

Section 6: What We Heard – Additional Survey Feedback

Employment Lands

In the survey, participants were shown a map of Richmond Hill's employment lands (five business parks), as shown in Figure 15 below.

Participants were then asked to respond to questions relating to these employment lands. A summary of their responses is provided in the following subsections.

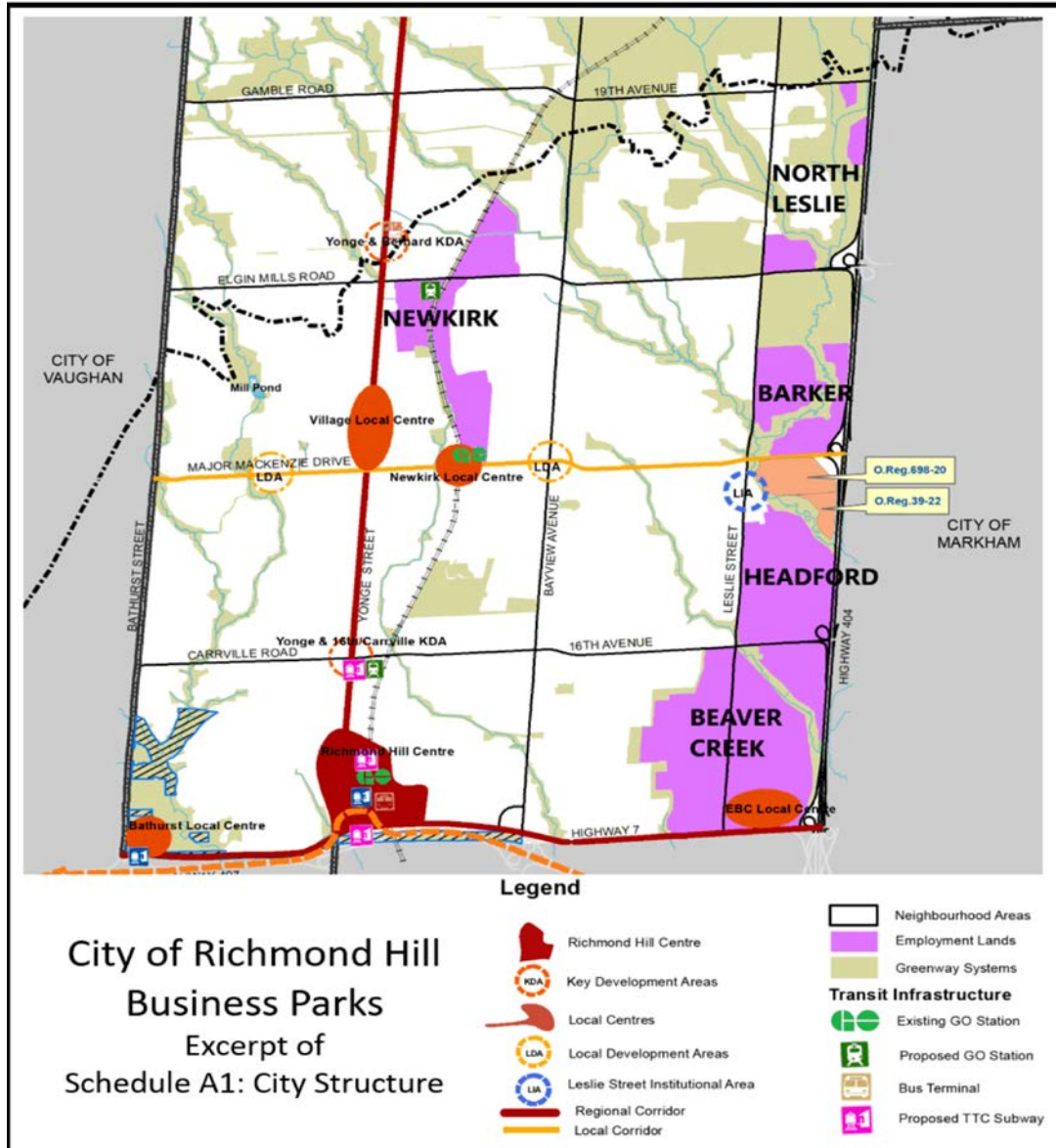


Figure 15: City of Richmond Hill Business Parks

Retaining & Attracting Businesses

Designating areas for employment uses, such as manufacturing, processing and warehousing, ensures that there are areas in the City where these uses can be accommodated and not pose land use compatibility issues with other more sensitive uses (i.e., residential) development.

The following are permitted uses in business parks in Richmond Hill. (Uses followed by an asterisk are permitted when development is fronting arterial roads (i.e., Leslie Street, Elgin Mills, Highway 7 and Major Mackenzie Road)):

- High-performance industrial uses (manufacturing, assembling, processing, fabricating, servicing, wholesaling, and employee training facilities)
- Warehousing/enclosed storage associated with high-performance industrial use
- Major Office/Office*
- Hotels, convention centres, banquet facilities*

Participants were asked whether the above-noted uses sufficiently allow businesses that support a strong local economy to locate within the employment areas or if permitted uses within the employment areas should be expanded. As shown below, almost half of the participants (44%) felt that "the current permitted uses are sufficient for these business types". In comparison, 35% felt that "permitted uses in employment areas should be expanded".

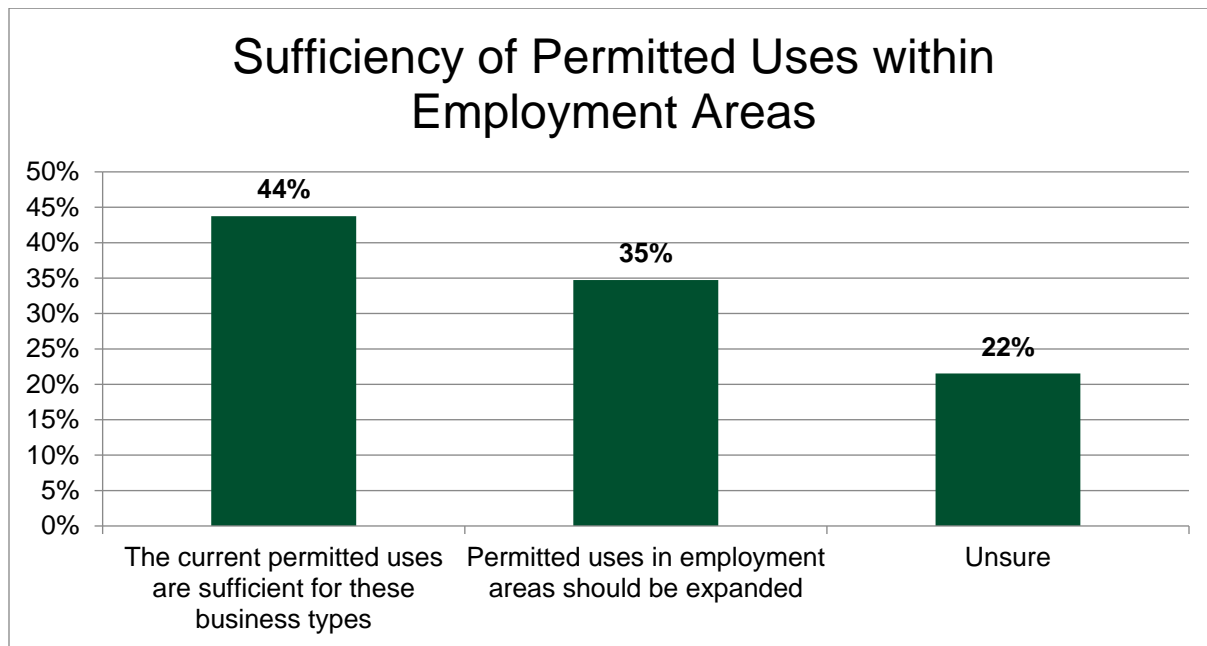


Figure 16: Graph showing responses to "Do the above-noted permitted uses in Richmond Hill's business parks sufficiently allow for businesses that support a strong local economy to locate in our employment areas, or should we expand permitted uses within employment areas?" n=144

Commenters highlighted the following key considerations:

- The need to bring more high-quality, high-paying job opportunities to Richmond Hill so residents can live and work locally.
- Include live-work and mixed-use spaces, with amenities like coffee shops, gyms, and restaurants for workers.
- A desire to protect and expand employment lands/business parks to accommodate Richmond Hill's growing population. Some felt that existing employment lands could be better utilized.
- Concern for potential impacts of industrial uses on nearby residents (e.g., noise, smells).
- Protect local green spaces; do not expand at the expense of the environment.
- Policies should also consider attracting small businesses.
- Concern about potential traffic volumes associated with employment areas.
- Desire to see more businesses in the technology sector than those in the industrial or warehousing sector.
- Several participants requested additional information on this topic (such as examples of prohibited uses, a description of the current state, and potential impacts to the environment) to make an informed decision.

Creating Vibrant Spaces for Workers

Companies, especially those in the technology and innovation sectors, are looking to locate and invest in areas that provide amenities for their workers. The [Key Directions Report](#) (Page 92) suggests exploring adding flexibility in terms of permitted uses to create more vibrant employment areas that can successfully attract new employers and retain existing ones.

Participants were asked to indicate if the City should allow additional uses in these employment areas (listed in the figure below). Participants were invited to select multiple responses. Approximately three-quarters of participants would like the City to "allow recreational uses" (78%) and "allow businesses geared towards selling to the public when they are integrated within another building" (74%). Over two-thirds of participants would like "stand-alone retail, commercial or restaurants" to be allowed (69%).

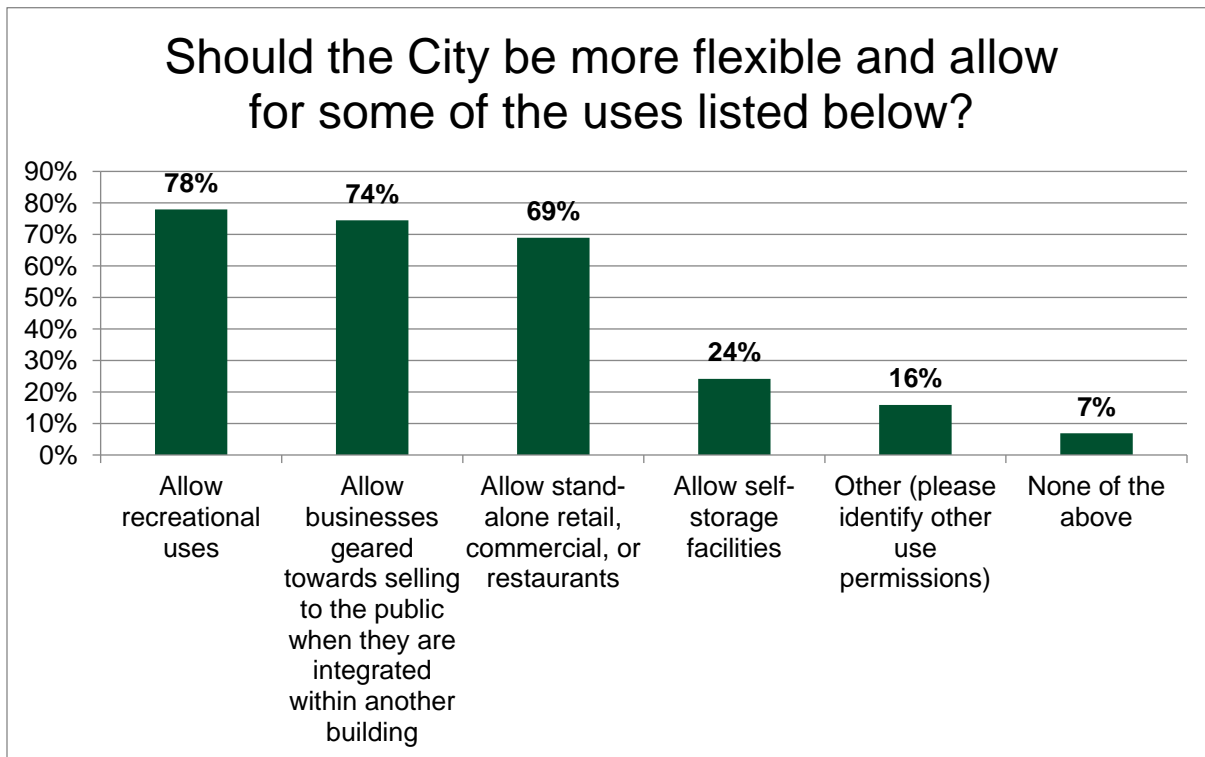


Figure 17: Graph showing participant responses to "Should the City be more flexible and allow for some of the uses listed below?" (n=145)

Participants selecting "other" offered the following suggested uses:

- Restaurants
- Housing options (mixed-use, rental units)
- Greenspaces
- Services and amenities (e.g., daycare, medical offices, fitness centres, grocery stores)
- Office space

Tailored Policies

The Key Directions Report recommends considering tailored policies for each business park to foster business clusters. By tailoring policies to each business park, the City can direct or focus specific uses to areas already suited for those types of businesses.

In areas with a lot of vacant lands, there is greater potential to create hubs for green and low-carbon-related businesses or food production facilities. This can create a cluster of similar or complementary businesses in the same area.

Participants were asked whether creating tailored policies to cluster like-business would help to attract and retain more businesses in Richmond Hill. As shown below, more than half of the participants felt that "tailored policies would attract and retain more businesses".

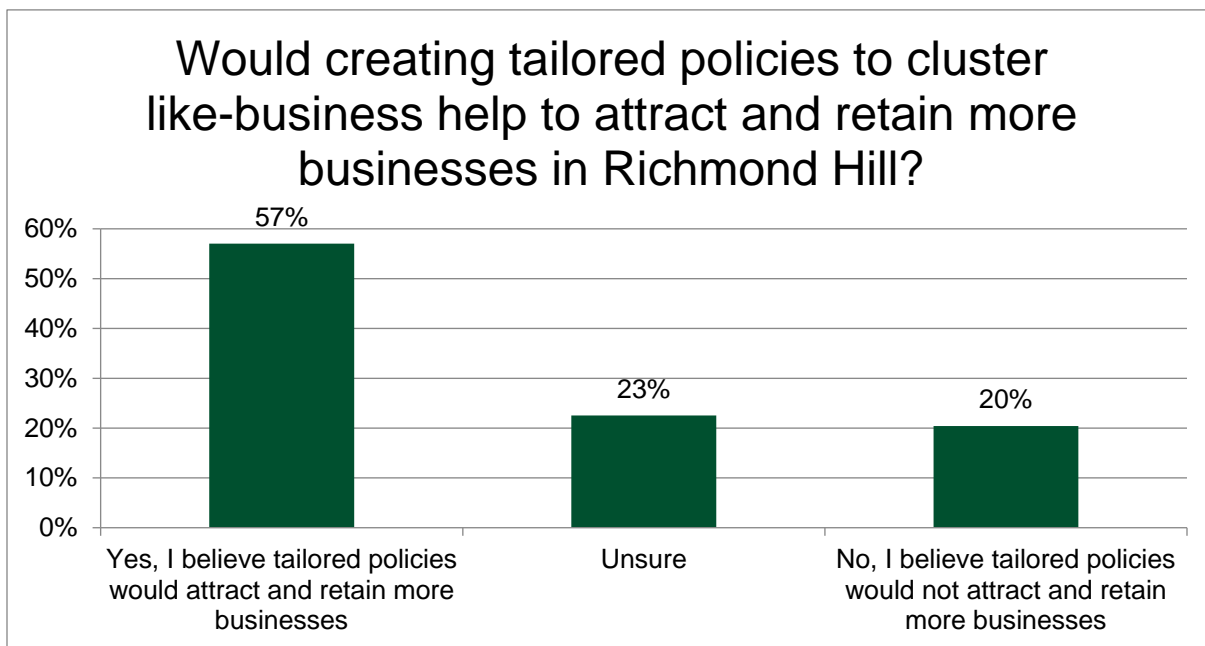


Figure 18: Participant responses to "Would creating tailored policies to cluster like-business help to attract and retain more businesses in Richmond Hill?" (n=142)

Commenters highlighted the following key considerations:

- The general feeling is that clusters would be attractive and beneficial to businesses, stimulating development. A smaller group of participants were unsure whether clustering would attract businesses, stating concern for increased competition. These individuals would prefer to see more flexibility and a mix of business types.
- General support for tailored policies that are not overly restrictive or exclude certain types of businesses.
- Consideration should be given to supporting amenities such as transportation (transit, parking), food outlets and recreation opportunities for workers. Desire to retain green space.

- Some support for hubs for green and low carbon-related businesses or food production facilities.
- Some participants requested additional information on this topic to make an informed decision.

Automotive Sale & Services

Presently, the Official Plan permits most automotive uses, including dealerships in Centres and Corridors, along arterial roads located in the Neighbourhood designation, and within a portion of the Newkirk Business Park.

In the summer of 2020, [the City initiated consultation](#) about the permission for automotive uses, including the sale and service of cars within the city's business parks. It was proposed that these automotive businesses could be permitted subject to:

- i. Having frontage on an arterial street or a 400-series highway.
- ii. Automotive repair and service being provided in addition to retail (except in Newkirk Business Park west of CN Railway where retail is permitted without service or repair requirement).
- iii. Outdoor displays being limited.

[The Key Directions Report](#) (pages 93-94) suggests that when deciding on the appropriateness of permitting auto dealerships/industry within employment areas, the City should consider changes in the auto industry in terms of how they operate and the newer building formats they use.

Participants were asked to comment on how the City should consider expanding permissions for automotive uses in business parks. As shown below, nearly half of the participants (45%) felt that "the City should keep the limitations and not expand permissions for automotive uses in business parks". Another third of participants felt that "the City should permit automotive uses as they presently are in the Official Plan, and also permit automotive uses on the edges of business parks where they front an arterial street, along with criteria (ii) and (iii) noted above".

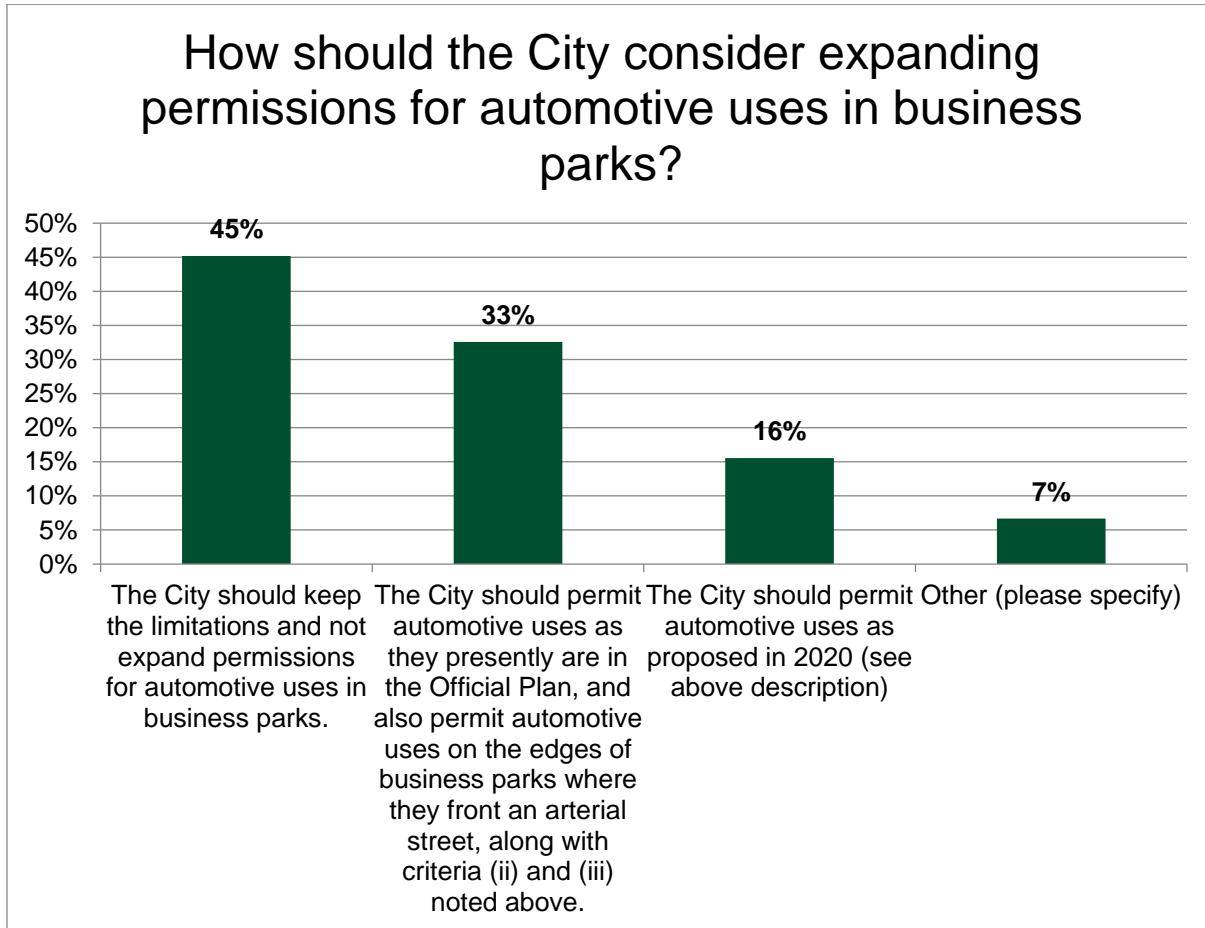


Figure 19: Participant responses to "How should the City consider expanding permissions for automotive uses in business parks?" (n=135)

Commenters highlighted the following key considerations:

- There is a desire for Richmond Hill to reduce car dependency. Increasing permissions for automotive uses may send the wrong message regarding sustainability.
- Desire to keep business park lands available for industry and job generation rather than automotive uses.
- Acknowledgement that private car ownership may decrease in the future, and lands associated with automotive businesses (including parking) should be used for other purposes.

- Feeling that automotive uses do not drive foot traffic or vibrancy to an area. Dealerships are seen as something that detracts from the beauty of the city.
- There is some desire for more automobile repair services.

Mixed-Use Development

One of the goals of the Official Plan Update is to better foster complete "15-minute" communities (i.e., communities that offer access to day-to-day living needs within 15 minutes of where a person lives). A key component of a 15-minute community is mixed development that includes local employment options, housing options, affordability, retail, services, and public spaces. The Official Plan aims to accommodate the vast majority of residential and job growth in Centres and Corridors supported by high-order transit (VIVA, GO and/or TTC subway service).

Development in Centres & Corridors

Participants were asked to provide feedback on how the Official Plan could better support mixed-use development in Centres and Corridors to create vibrant communities and provide jobs close to home for Richmond Hill residents. Participants were invited to select all options they would support from a list of policy options (below).

Over half of participants (55%) would support "requiring commercial and/or community uses at the street level in buildings facing the street in centres and corridors". Approximately one-third of participants would support "requiring a minimum percentage of Gross Floor Area (GFA) within a building to provide office, commercial and/or community uses" (34%).

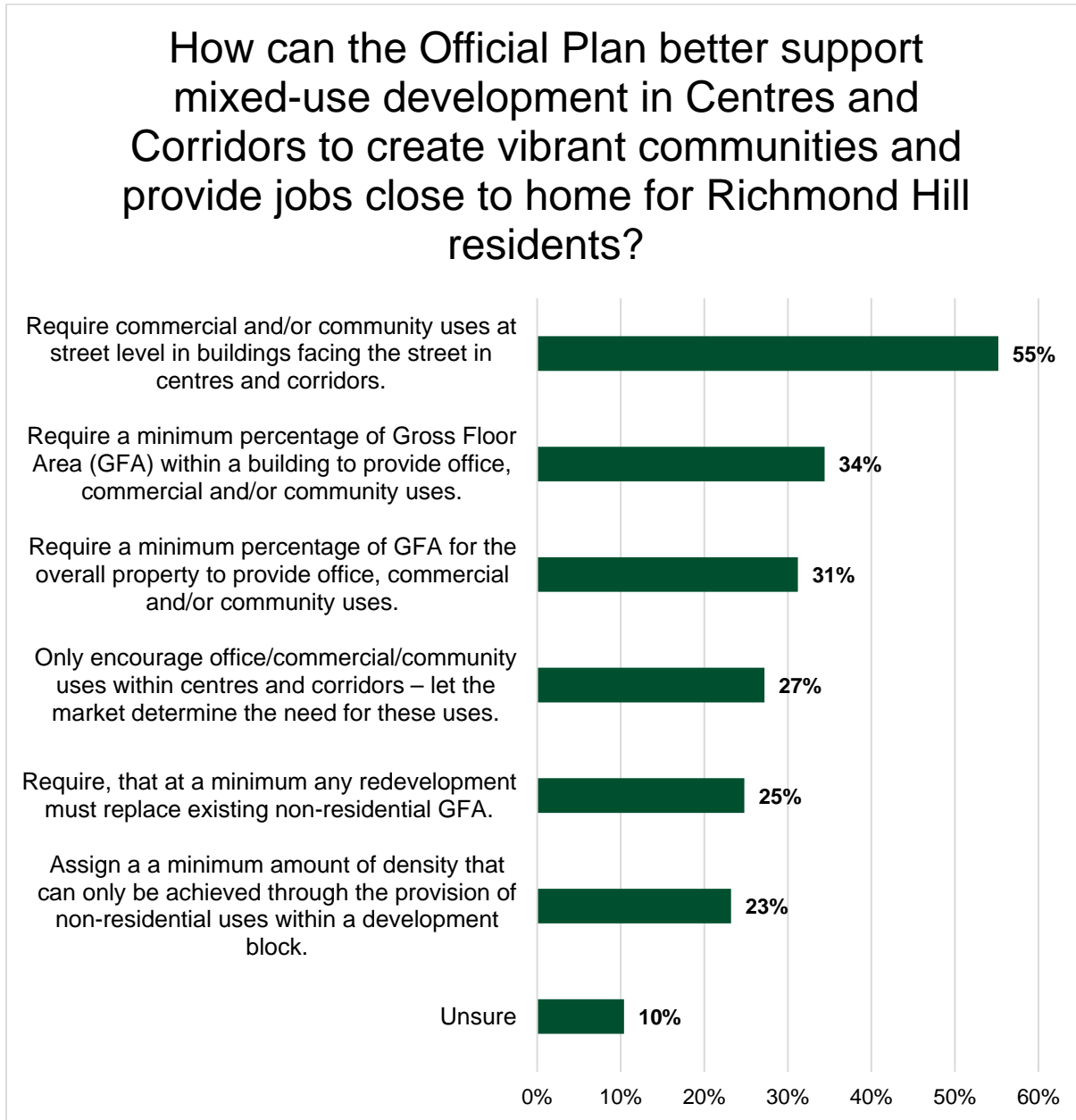


Figure 20: Participant responses to "How can the Official Plan better support mixed-use development in Centres and Corridors to create vibrant communities and provide jobs close to home for Richmond Hill residents?" (n=125)

Commenters highlighted the following key considerations:

- General support for mixed-use buildings with commercial and/or community uses at the street level. A mix of uses supports vibrancy and vitality.
- Caution against requiring office or commercial space that is not dictated by the market. The market should decide what uses and spaces are needed.
- While many supported a 15-minute community and associated densities, others questioned whether the 15-minute community goal is realistic for Richmond Hill.

Development in Major Transit Station Areas

The York Region Official Plan defines boundaries and provides minimum density targets for areas called Major Transit Station Areas (MTSA). These areas generally include land where medium and high-density development can be accommodated and close to the subway, VIVA and certain GO stations. In Richmond Hill, these MTSA's are generally located along Yonge Street (south of 19th Avenue) and along Highway 7, where there are VIVA stations. MTSA's aim to achieve a minimum density target measured as the number of residents and jobs per hectare.

Participants were asked what criteria the City should consider when determining the appropriate mix of residents and jobs for each MTSA. Participants were encouraged to select all that apply. As shown below, the most popular criteria were: "the type of transit serving the MTSA", "the location and context" and "infrastructure capacity".

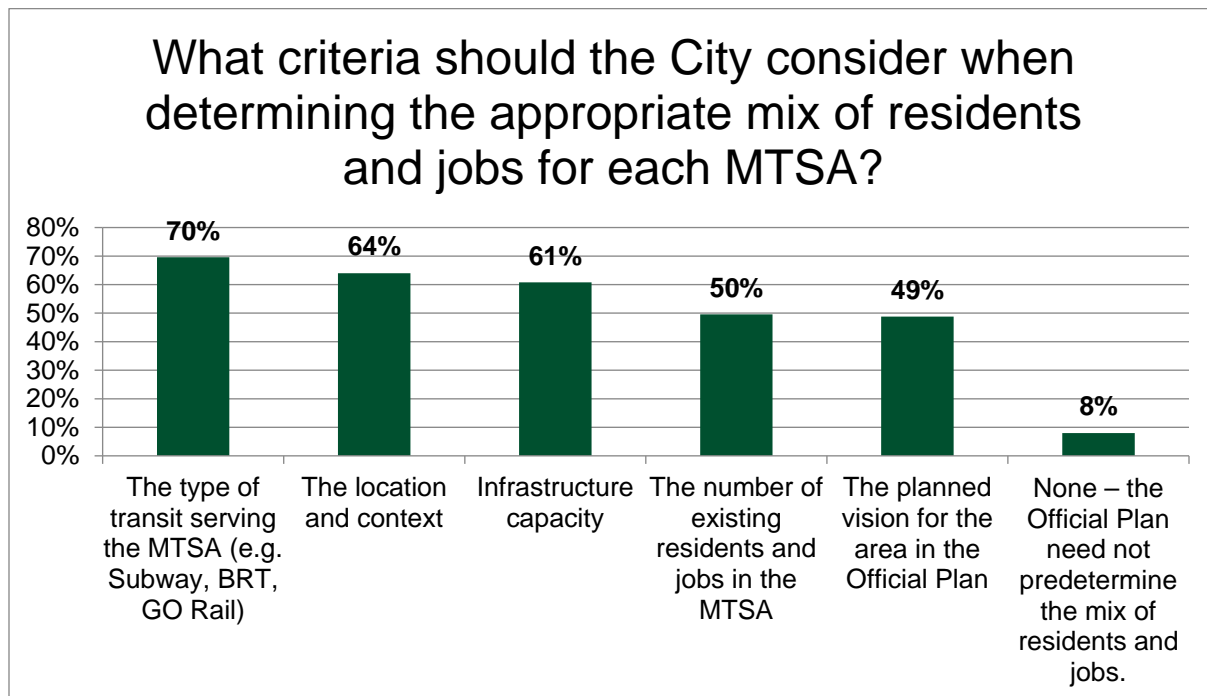


Figure 21: Participant responses to "What criteria should the City consider when determining the appropriate mix of residents and jobs for each MTSA?" (n=125)

Commenters highlighted the following key considerations:

- Consider the specific needs of each MTSA when determining the appropriate mix of residents and jobs.
- The market should help dictate the appropriate number of residents and jobs.
- Communities need to be designed to balance the needs of people and businesses. A desire for healthy communities that are walkable, accessible and safe.
- Concern about too much growth placing pressure on infrastructure and causing traffic congestion.

Establishing Criteria for Evaluating Official Plan Amendments

From time-to-time amendments to the Official Plan may be necessary. As part of the Official Plan update, the City of Richmond Hill would like to develop clear, public criteria for considering and approving Official Plan Amendments. Establishing criteria will help the proponent and the community understand how the City would evaluate the merits and appropriateness of an amendment to the Official Plan.

In "[Planning for Change](#)" David Dixon recommended that the criteria be based on the four pillars of the Official Plan Update (Grow Our Economy, Design Excellence, Green and Sustainable, Protect and Enhance) and that the City considers matters that benefit the quality of life within our communities.

Survey participants were asked to select the top three criteria from the list below that they felt would enhance the quality of life in Richmond Hill. The top three responses were:

- Promote green and sustainable design that improves human health and addresses climate change impacts.
- Protect and enhance our natural environment and water resources.
- Support orderly development by optimizing existing infrastructure and integrating land use planning with the delivery of infrastructure.

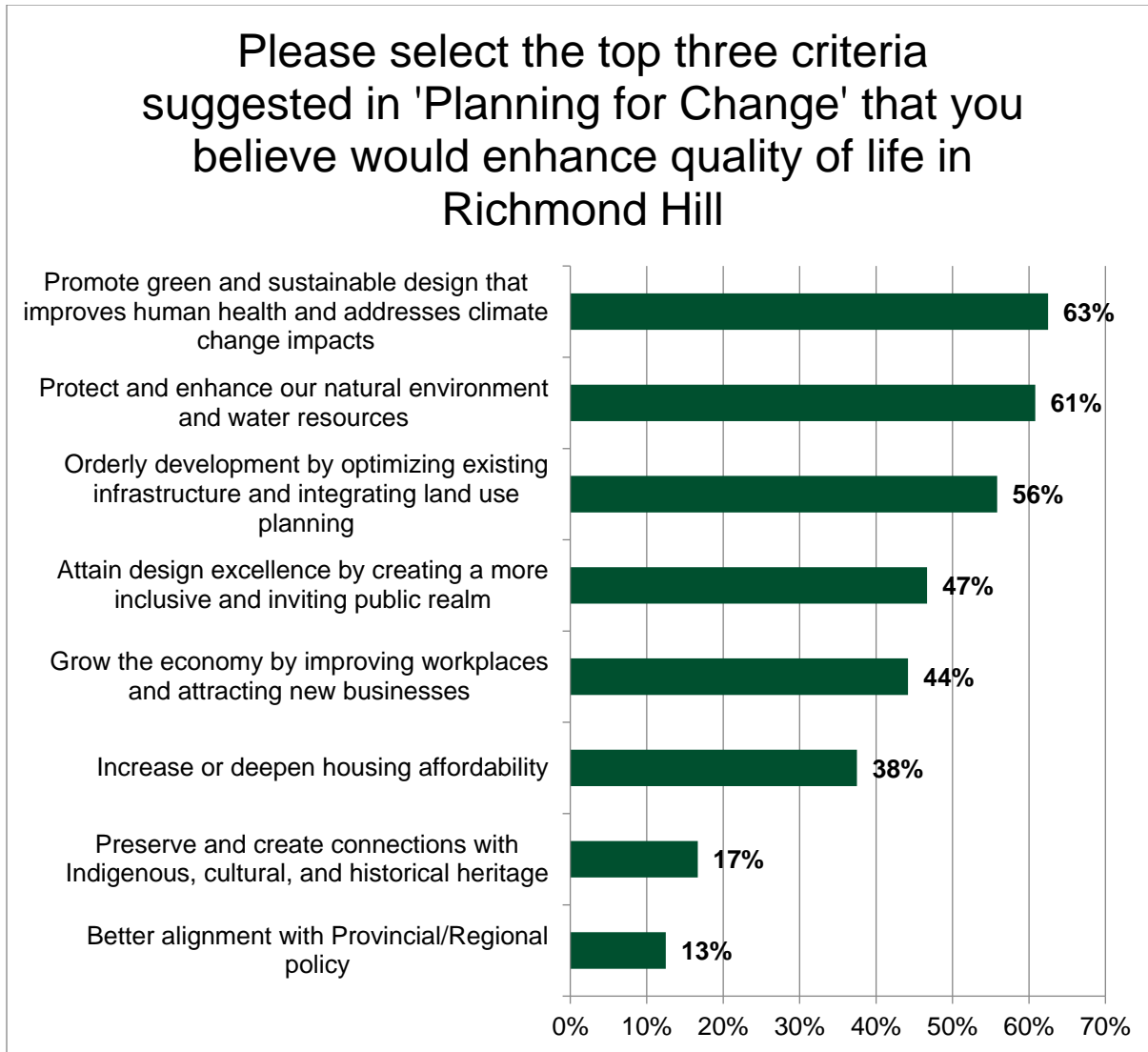


Figure 22: Participant responses to "Please select the top three criteria suggested in 'Planning for Change' that you believe would enhance the quality of life in Richmond Hill" (n=120)

Participants offered the following additional criteria for consideration:

- Impacts to traffic.
- Impacts on wildlife, habitat and green space.
- Incorporation of community perspectives.
- Ability to support walkability and active transportation; impact on urban sprawl/car dependence.
- Market demand.
- The character of existing areas.
- Equity and accessibility; recognition of Indigenous space.

Section 7: Who We Heard From

Survey participants were asked to complete several demographic questions (optional). Responses are summarized below.

Of the 193 participants, 148 were residents of Richmond Hill. Fifty-eight participants live and work in Richmond Hill.

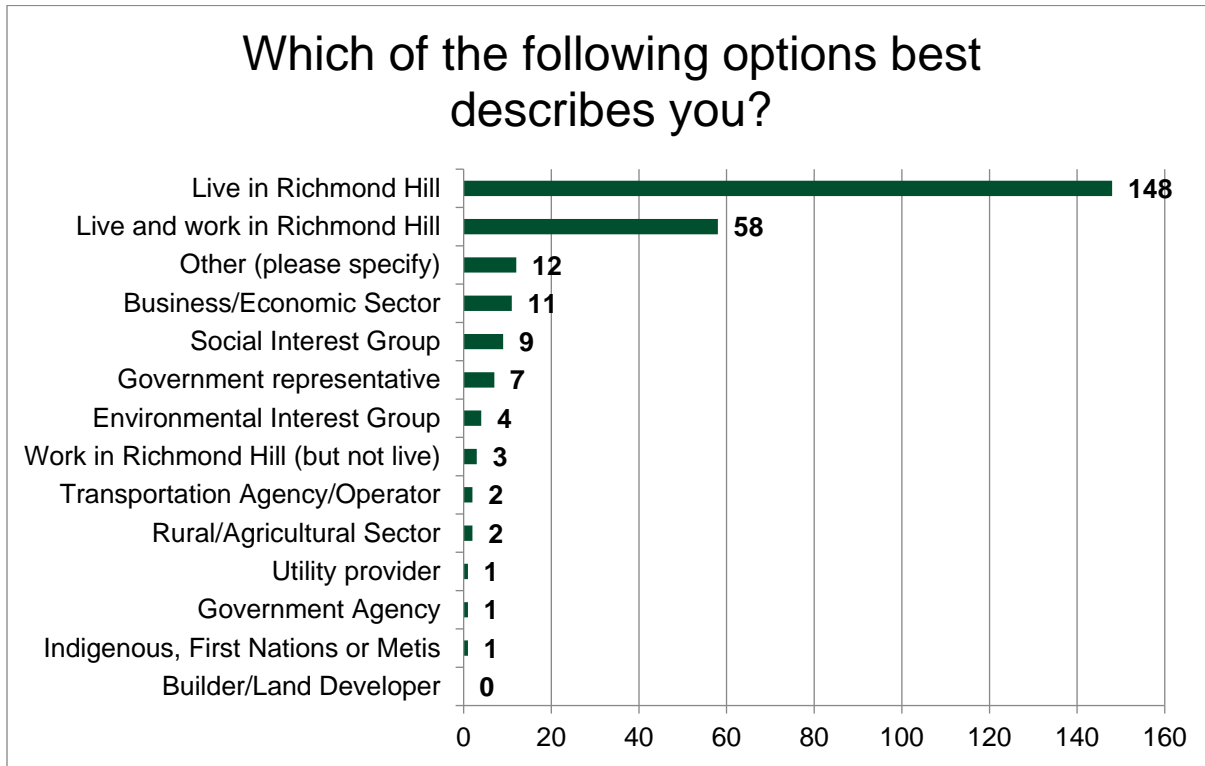


Figure 23: Participant responses to "Which of the following options best describes you? (Select all that apply)" (n=193)

Length of Time Living in Richmond Hill

Of those who indicated that they live in Richmond Hill, the vast majority (80%) indicated that they have lived in Richmond Hill for more than ten years.

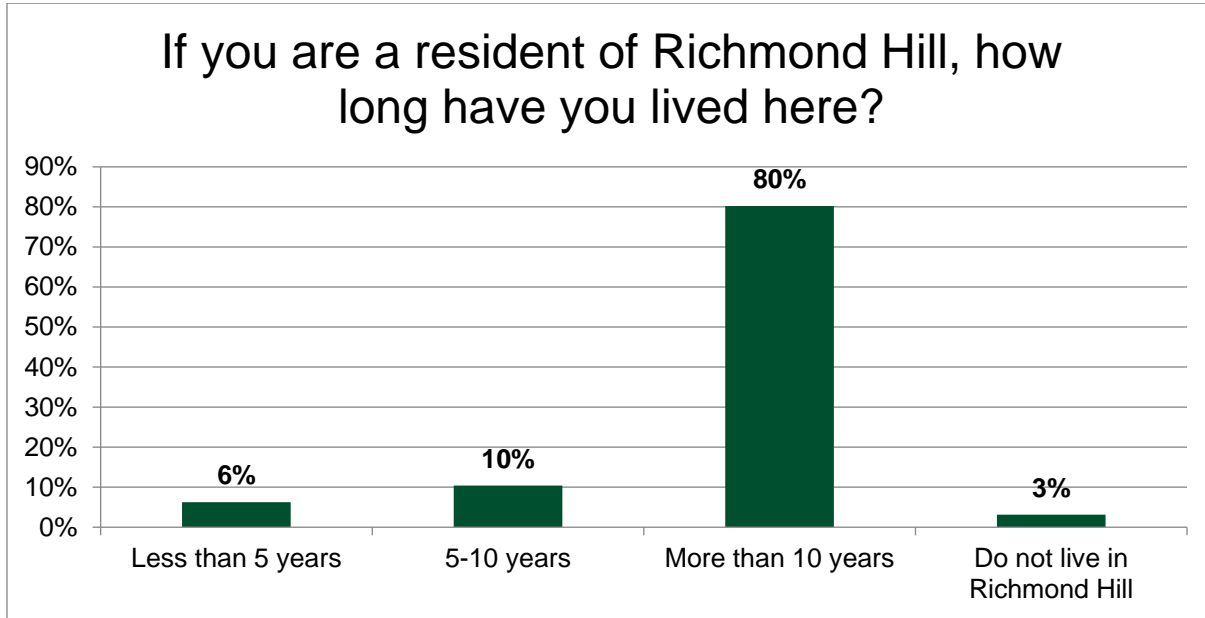


Figure 24: Participant responses to "If you are a resident of Richmond Hill, how long have you lived here?" (n=192)

Age Range

Most survey participants (47%) are between the ages of 45 and 65, 27% are between the ages of 24 -44, 19% are 65 or older, and 9% are under the age of 25 (does not equal 100% due to rounding).

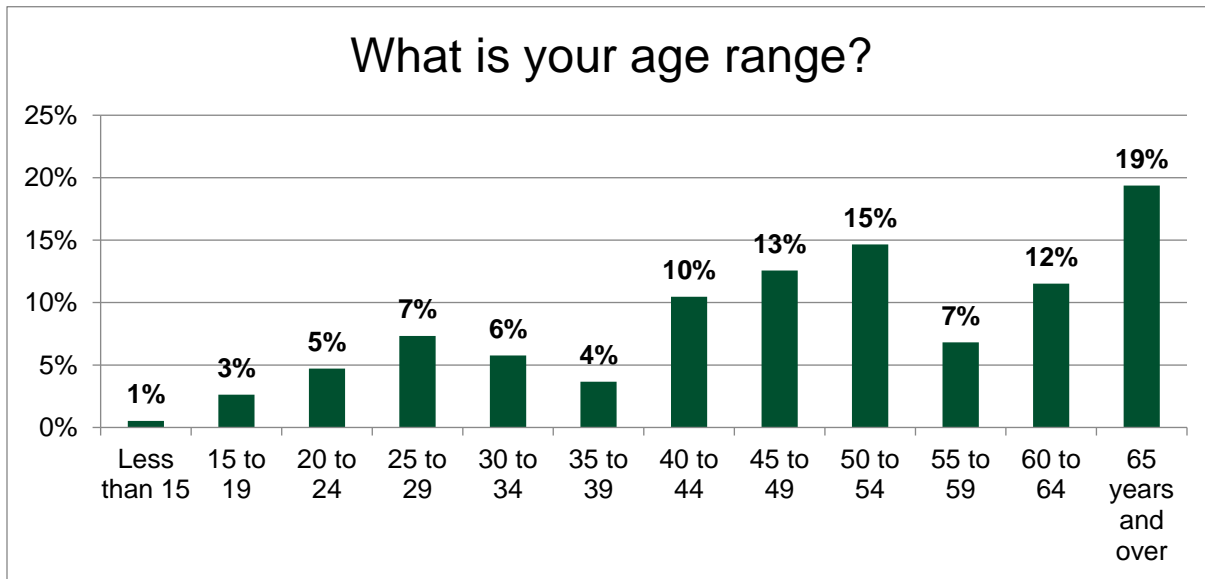


Figure 25: Participant responses to "What is your age range" (n=191)

Postal Codes

The image below shows the postal codes of the survey participants.

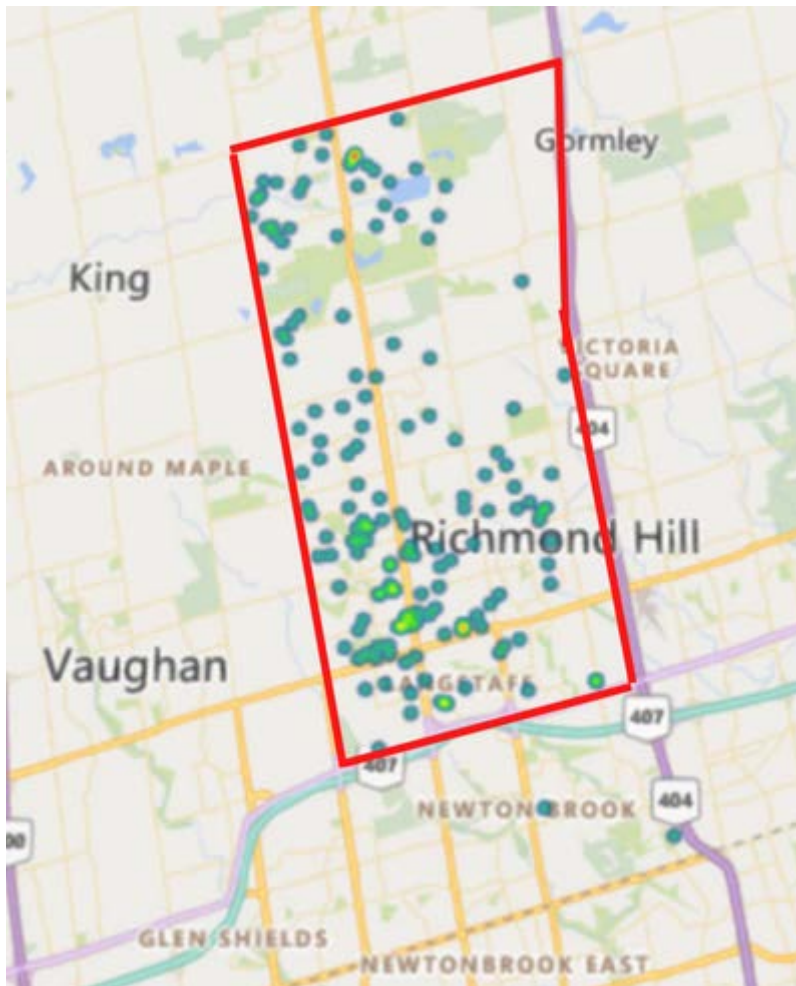


Figure 26: Map of survey participant's postal codes (n=184)

Section 8: Engagement Process and Communication Methods

Engagement Methods

The engagement methods used to seek feedback from the community and stakeholders during this phase are detailed below.

Area-Specific Virtual Workshops

In November 2022, the City of Richmond Hill hosted virtual workshops related to four growth areas identified in the Official Plan: Yonge Street and Carrville Road/16th Avenue Key Development Area, Village Local Centre, Newkirk Local Centre and Oak Ridges Local Centre.

Date of Workshop	Workshop Meeting	Registered #	Participated/ Attended #
November 15, 2022	Yonge Street and Carrville Road/ 16 th Avenue KDA	109	62
November 17, 2022	Village Local Centre	99	37
November 22, 2022	Newkirk Local Centre	56	23
November 24, 2022	Oak Ridges Local Centre	76	45

At each of these workshops, participants were able to:

- Hear from City staff about the [Key Directions](#) for the area.
- Share their insights and personal experiences about the area.
- Engage in interactive discussions about how the area can be further developed to address the community's current and future needs.

The following slides were shared at each session:

- [Yonge Street and Carrville Road / 16th Avenue Key Development Area Workshop](#) – November 15, 2022
- [Village Local Centre Workshop](#) – November 17, 2022
- [Newkirk Local Centre Workshop](#) – November 22, 2022
- [Oak Ridges Local Centre Workshop](#) – November 24, 2022

Online Survey

Public feedback in this phase was also sought through an online questionnaire hosted on SurveyMonkey. The project webpage, social media posts, and emails included a link to the questionnaire. The online questionnaire was available from October 27 to November 30, 2022. The online questionnaire focused on the following:

- Employment Lands
- Mixed Use Development
- Yonge Street and Carrville Road/16th Avenue KDA
- Village Local Centre
- Newkirk Local Centre
- Oak Ridges Local Centre
- Criteria for Evaluating Official Plan Amendments

The questionnaire had a total of **193 respondents**. **Appendix C** provides a copy of the full questionnaire. A summary of the questionnaire results is provided in Section 2 of this report.

Promotion of the online questionnaire was provided through the City of Richmond Hill Twitter and Facebook accounts, the project webpage and email.

Landowner Meetings

Landowner meetings were held to collect feedback from landowners in each of the four growth areas.

Date of Meeting	Landowner Meeting	Registered #	Participated/ Attended #
November 24, 2022	Yonge Street and Carrville Road / 16 th Avenue KDA	11	8
November 29, 2022	Newkirk Local Centre	7	6
November 29, 2022	Village Local Centre	6	2
November 30, 2022	Oak Ridges Local Centre	8	4
November 30, 2022	Village Local Centre	3	2

Email Submissions

As of December 24, four email submissions were received from both residents and developers.

Communication Methods

The following communication methods were used to promote this round of engagement:

- City of Richmond Hill homepage banner
- Public Service Announcement
- Poster with QR code at recreation facilities.
- Twitter posts.
- Facebook post and ads .
- Curbex Signs in four locations across the Cityrint ad in The Liberal
- Multilingual digital ads in four different languages (
- LED signs at all Richmond Hill facilities
- Direct emails to: OP Update webpage subscribers, OP Update notification list, prescribed bodies and Indigenous Communities.

Next Steps

The summarized feedback will inform development of the OPAs specific to the four growth centres and employment areas. The drafted OPAs will be shared with the public in the spring of 2023 for comment. Based on feedback received, final drafts of the OPAs will be presented to City Council in the fall of 2023 for adoption. Following this, Phase 3 will continue releasing additional OPAs for public review and feedback. The timing of this, however, is subject to the work that the Province has proposed to do in support of its More Homes Built Faster initiative.

Appendix A: Q&A Summary

At the centre-specific workshops, attendees were allowed to ask questions verbally or via chat. The following is a non-verbatim summary of the questions, sorted by the workshop. Questions are marked with a "Q", answers with an "A", and comments with a "C". Additional response details have been provided as needed.

Questions for the Yonge Street and 16th Key Development Area

Q1: Currently, there is a grocery store in the KDA. What are the plans to retain this amenity for residents?

A: For non-residential use, we may want to continue to propose a policy similar to what is in the Yonge Street and Bernard Key Development Area Secondary Plan, which requires existing retail or commercial gross floor area to be retained/replaced and expanded. The intent is to intensify and retain the types of residential and commercial uses that we see today, but possibly in a different format, such as integrated into the podium of a building. A key objective is to provide new residential development and commercial, office, and community uses to support a complete community.

Q2: How does the Accessibility for Ontarians with Disabilities Act (AODA) figure into the plan?

A: The Ontario Building Code has requirements for accessible design. This is one instrument that our municipality can use to implement accessible design. In addition to that, our Official Plan has policies that speak to accessible design. We do encourage and require this in the municipality, and incentivize going beyond the Building Code minimum standards through the City's [Sustainability Assessment Tool](#).

Q3: How are traffic management and traffic impacts being considered?

A: The KDA is an area where we anticipate new streets. The Official Plan also has a proposal for a street that runs north-south from Garden Avenue to Carville Road, with the idea being that it would help to divert some of the traffic that we currently experience on Yonge Street and potentially help with that backup of cars.

Q4: What are the height restrictions on condos in the area? Will heights be addressed in the OPA?

A: Yes, the OPA will address density and height. This is part of the consultation that we are doing. We are trying to understand how this area will grow and develop to accommodate our anticipated growth. This may translate into policies around density and height. At this stage, there is no hard caps defined. This is something that we are consulting on throughout this process.

Q5: Are there plans to replace Hillcrest Mall with a multi-level mall with residential units above retail?

A: The plan could facilitate that, should the mall wish to add to its building. It is up to Hillcrest Mall to proceed with that type of development. There are examples of that in other jurisdictions. The key here is that we would not preclude that.

Q6: Are the plans available to view, and where can we access them?

A: Not as of yet. The intent of this process is to bring forward a new OPA for this area. This will be made available to the public in 2023 following our consultations that are happening now. What we have online at the moment, is a [Draft Secondary Plan](#) prepared in 2018 which we are using as a resource to support our OP update work.

Questions for the Village Local Centre

Q1: Please explain the difference between the study area and the area to be defined as Village Local Centre.

A: The study area is larger than the area proposed to be designated Village Local Centre in our Official Plan. The Official Plan currently divides the majority of study area into three different districts. Through this workshop we plan to gain feedback as to the appropriate boundary for the Village Local Centre – to which the vision statement that we will be discussing would apply.

Q2: To clarify, are we discussing the three parts that used to be the Village Local Centre separately?

A: Yes, that the direction provided in our Key Directions Report. The Village Local Centre will be smaller than what was shown as the Downtown Local Centre in the 2010 Official Plan. We have not landed on the boundary. That is part of the discussion for tonight. You suggest it should be limited to the BIA, which is one boundary we can consider. We want to consult further on how to define this boundary, expecting that the balance of lands would be designated as Regional Mixed-Use Corridor.

Q3: Different rules would apply for the Regional Mixed-Use Corridor in the OP, correct?

A: Yes. When we talk about the vision, for instance, we are thinking about the vision for the Village. The balance of lands would be designated as Regional Mixed-Use Corridor. The vision for those areas would be more aligned with the vision for a corridor function.

Questions for the Newkirk Local Centre

Q1: If an industry makes an offer to the City, and promises a certain number of jobs, is it at the municipal level that they would make high standards for green operations? In other words, if a business comes but they cannot meet our green expectations, would there be a period of negotiations, or would they be dismissed because they are working on a nineteenth-century model?

A: One of the elements of the Official Plan, more so through one of the other Official Plan Amendments we are working on as part of this batch, is focused on encouraging green industries to locate in Richmond Hill and updating some of the policies to attract and encourage some of the greener businesses that we have. From a land use perspective, certain tools can be used in zoning that would allow certain types of uses to occur. Then there are other tools we can use as a municipality to encourage further the location and development of green businesses within Richmond Hill.

Q2: Would it be fair to say that the municipality is responsible for ensuring that the new industry maintains a high green standard?

A: We have a sustainability assessment tool to evaluate development applications and encourage them to implement green standards in development. We are limited in terms of what we can mandate. Our Official Plan policies encourage the implementation of sustainable measures in development, and the City uses its sustainability assessment tool to incentivize and strongly encourage these measures. The City is also looking at developing a Community Improvement Plan that would help to incentivize sustainable design elements. Still, there are limits to what we can do as the municipality. The Ontario Building Code is the regulatory tool that mandates the use of green infrastructure. The City's role is to encourage businesses to implement practices that are beneficial to them and the community at large.

Q3: Concerning the MTSA (Major Transit Station Area), is there any flexibility for an FSI (floor space index) of more than five?

A: We have not yet done the site-by-site analysis regarding which properties will be getting which densities – which is what FSI is speaking to here. Part of the activities we will be focusing on tonight will be looking at the different building types that could go in different areas. Following these workshops, we will look at the appropriate densities to support this area's population and job numbers. We do not have these exact numbers at this time.

Q4: What about school allocations in this Centre?

A: We have been communicating with all the local school boards (public, catholic, English and French) to ensure that both on a City-wide basis and locally, the population numbers we have to 2051 and beyond can be supported through the existing schools or, if any new school sites are needed. In this particular area, there is a school immediately to the east. The school boards have not indicated that an additional school is needed. There may be some catchment area boundary adjustments. However, at this time, there is no need for an additional school site within the area.

Q5: Why is this an MTSA since currently, service is only available during rush hour? Is there a plan to provide an all-day transit service?

A: The GO train is an existing rapid transit service, as defined by Metrolinx and the Region. Even though there is still limited service (and reduced train service compared to pre-COVID levels), there are plans for all of the existing GO lines to receive two-way, all-day service. This is part of why the Region designated this as an MTSA. It is also located along Major Mackenzie Drive, designated as a future bus rapid transit (BRT) line, so we also need to plan to implement that BRT line.

Q6: Lands on both sides of Centre Street, west of the GO line, should be included in the area. It would even make sense to include the park in the local area. Please explain why lands that are close to the transit station and suitable for the development you are describing would be left out of the area.

A: This area is focused on the GO station and matches the area the Region set out in the MTSA designation. It is important to note that this is just a study area. The lines currently shown on the map are not necessarily the ones that will become the boundaries of the local centre. We also need to recognize that the walking distance to the station, under the provincial requirements, is defined to be within a 500 to 800-metre walking distance. The property referenced, on the west side of Centre Street, is just outside the 800-metre walking distance due to the road alignment.

Questions for the Oak Ridges Local Centre

Q1: Can you give us an idea of the envisioned Floor Space Index (FSI) for this area?

A: We have not provided a density schedule yet. Currently, the Official Plan assigns an FSI of one for the area overall. We are still gathering input from the public, stakeholders and others before determining and allocating density to specific areas.

Q2: How does the allocation of densities relate to existing densities?

A: We still have not allocated densities to specific areas. We are still gathering input. We will be putting forward this with a density schedule within the OPA. At this point, we are still working through that. One of the directions in our Key Directions Report is that we plan on a context-sensitive basis. When it comes to density allocations, while we will look to accommodate the forecasted growth, we will also want to assign densities that allow for development that would be sensitive to the area around it and provide appropriate transitions between land use designations. Density allocation considers a host of factors, some of which we will discuss in the workshop.

Q3: Is any part of the Oak Ridges Local Centre a KDA (Key Development Area) or MTSA? When you talk of transit, it is on Yonge Street, but there are no plans for a major transit hub. Is that correct?

A: York Region did not identify this area as an MTSA, and it is not designated as a KDA. We are proposing to recognize it as a Local Centre, as it is currently designated in the Official Plan. The BRT runs through the area, and the minimum density target for areas that serve BRT is 160 jobs/residents per hectare. That is determined to be a density that can support frequent transit running through and along Yonge Street.

Q4: Is there a way to visualize 160 jobs/residents per hectare? Is there somewhere that it is illustrated?

A: An area 1 hectare in size with single-family homes would accommodate about 50 residents per hectare. This would be about triple that density. Through our OPA development, we will work towards illustrating what that kind of density looks like. (Note: slides from our workshops in May 2021 do provide some examples of density, please see [Oak Ridges Local Centre Workshop](#) slides.)

Q5: How is the proposed designation for Oak Ridges different than the previous Official Plan?

A: The 2010 OP does identify it as a Local Centre. What we have not done through the current OP is provide detailed planning for this centre. This is what we would like to accomplish through this OP update process. We are also thinking about potentially expanding the Local Centre boundary. This reflects that the Region has identified this area as a regional mixed-use corridor.

Q6: Will you be looking at areas or properties that might be subject to flooding?

A: We need to uphold the provincial policies around development in floodplains, which is typically prohibited. Where there are floodplain lands, we would see those as non-developable lands. Some areas have developed. In those instances, we apply what the conservation authority calls the fifty percent rule – if you want to expand an existing building, it is only permitted to be expanded by 50% of its current size. These are the parameters we have to work within.

Q7: Is there a reason additional special policy areas could not be considered for flood-prone lands in priority locations?

A: We did go through a fairly extensive process in terms of updating our current special policy area, which is located around Lake Wilcox. Early in that process, the City tried to see if we could expand that special policy area to lands along Yonge Street. The provincial direction was that it would not be entertained. In the end, the Province supported expanding the special policy area, but it did not expand to Yonge Street. With current climate concerns, pursuing this would be even more challenging.

Questions and Comments Posed in the Chat

During the sessions, additional questions were posed in the chat, for which verbal responses were not given. Below is a summary of the questions and responses prepared by City staff.

Questions/Comments for the Yonge Street and Carrville Road/16th Avenue Key Development Area

Q1: What is the plan to manage traffic northbound turning left on Carrville Road?

A: A key means of managing traffic is to create a fine grid road network, this will include additional collector roads at the four corners of the KDA (both east-west and north-south directions). By providing a fine grid network in the KDA, drivers have more options to making turns at different intersections and also reduce the demand on Yonge Street and Carrville Road.

A fine grid road network will also accommodate local traffic such as direct access to schools and community amenities. It will also allow private development accesses to be consolidated and eliminate the need to have private accesses directly fronting onto Carrville Road and Yonge Street. In addition, these public local and collector roads will provide routing opportunities for local trips. This provision will minimize the turning movement conflicts, accidents and maintain the through capacity for Carrville Road.

Q2: What is the plan to manage traffic eastbound on 16th Avenue to Highway 404?

A: The Region completed the 16th Avenue EA from Yonge Street to Hwy 404. HOV lanes have been identified and it will help moving people from Yonge Street to Hwy 404. Signal timing will also be coordinated for the existing and future signalized intersections along this corridor to improve east-west traffic flow.

In addition, existing and future private accesses onto 16th Avenue can be managed, interconnected and consolidated to minimize vehicle turning movement conflicts along this corridor.

Q3: What is the plan to manage traffic on Carrville Road (east and westbound) with the increase in the density of some plots of land close to Yonge Street?

A: The Region has completed an EA for Carrville Road, Rutherford Road and 16th Avenue from Jane Street to the west to Markham to the east. The sections from Jane Street to Bathurst Street and from Leslie Street to Kennedy Road are identified in the Region's 2022 10-Year Road Construction Program and will be

completed within the next 10 years. These improvements include HOV lanes that will provide priority for transit vehicles and vehicles with multiple occupants that will connect with the future HOV lanes on Highway 404 that is currently under construction from Highway 7 to Stouffville Road.

In addition, through amendments to the Official Plan and in compliance with the Region's Official Plan, all new developments will be required to provide aggressive Transit Demand Management (TDM) measures and incentives to reduce vehicle trips.

Similarly, existing and future accesses onto 16th Avenue and Carrville Road can be managed, interconnected and consolidated to minimize vehicle turning movement conflicts along this corridor.

C: The Yonge/407 Transit Oriented Communities imposed by the Province represent a major change from the original plans for the Richmond Hill Regional Centre, which will generate substantial increases in traffic in the Yonge Corridor. This will likely limit the development potential of the KDA and other sites on Yonge Street. Staff should consider establishing a traffic/transit use monitoring program to ensure an appropriate balance between development and transport capacity.

Q5: Are there plans to restrict the amount of outdoor lighting within this KDA? Light pollution limitation is important for the Observatory.

A: The City presently has by-laws and standards regarding outdoor lighting that address the Observatory as well as negative impacts related to light pollution in general. From time to time, the City works to update its by-laws to address emerging issues and improve implementation.

Q6: Do you envision restaurants and entertainment businesses being part of the plan for the KDA?

A: Restaurants and entertainment business are presently permitted uses in the KDA. These will continue to be permitted uses.

Questions for Newkirk Local Centre

Q1: Why is Newkirk Local Centre not extended to include the entire 500-metre radius around the GO station?

A: The study area boundary was chosen based on the existing Local Development Area boundary. The boundary also includes lands south of Centre Street that were subject to an approved conversion from employment uses. The determination for future land uses on those "converted" lands will be made through the OPA process. This boundary is also informed by the Region's MTSA boundaries for this area.

Questions for Oak Ridges Local Centre

Q1: Does tree cover factor into policy?

A: Yes, the Official Plan currently contains policies related to protecting existing trees and providing new trees. The City also has a Tree Preservation By-law which requires obtaining a tree cutting permit before removing certain trees from private lands. More details regarding tree canopy cover can also be found in the City's Urban Forest Management Plan. Goal 2 of this plan is to preserve tree canopy cover and outlines ways to reach tree cover targets.

Q2: What is the timeframe for these growth assumptions?

A: The growth assumptions reflect the projected build-out of this area, which is likely to occur well beyond 2051.

Appendix B: Online Survey

The following is a copy of the online survey.



City Plan - Richmond Hill's Official Plan Update



Introduction

The City of Richmond Hill is updating the current Official Plan to guide land use and development over the long term. This survey helps to inform the development of Official Plan Amendments as recommended in the City Plan [Key Directions Report](#). For more information, please visit RichmondHill.ca/OPUpdate.

About this Survey

This survey will help inform the development of amendments to the Official Plan related to creating compact complete communities within employment and intensification areas. The survey explores some of the recommendations in the Key Directions Report and seeks your input.

This survey takes approximately 20 minutes to complete and closes on November 30, 2022.

The personal information on this survey is collected under the authority of the Municipal Act, 2001, S.O. 2001, c. 25, the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. M.56 (MFIPPA), the Planning Act, R.S.O. 1990, c. P.13 and the City of Richmond Hill's Procedure By-law. The information will be used to assist in developing the Official Update for the City of Richmond Hill. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected, will be made available for public disclosure to members of the public, at meetings, through requests, and through the City's website. Questions about this collection can be directed to Sybelle von Kursell, Manager of Policy, Planning and Infrastructure Department, 225 East Beaver Creek Road, 4th Floor, Richmond Hill Ontario L4B 3P4, by telephone at 905-771-2472 or by email to OPUpdate@richmondhill.ca.



City Plan - Richmond Hill's Official Plan Update

The survey includes eight sections, listed below. Feel free to only respond to topics that are of interest to you. You may use the Prev and Next keys to respond to questions in the order you prefer.

Please remember to click “Done” on the final page of this survey to submit your response.

- About You
- Employment Lands
- Mixed Use Development
- Yonge and 16th Avenue/Carrville Road Area (area along Yonge Street, Carrville and 16th Avenue)
- The Village Local Centre (area along Yonge Street and Major Mackenzie Drive)
- The Newkirk Local Centre (area along Newkirk Road and Major Mackenzie Drive)
- The Oak Ridges Local Centre (area along Yonge Street between King Road and Bloomington Road)
- Establishing Criteria for Evaluating Official Plan Amendments



City Plan - Richmond Hill's Official Plan Update

About You

Tell us a bit about yourself.

The following questions are all optional and will help the City understand who has responded to this survey.

1. Which of the following options best describes you? (select all that apply)

- ☐ Live in Richmond Hill
- ☐ Live and work in Richmond Hill
- ☐ Work in Richmond Hill (but do not live in Richmond Hill)
- ☐ Business/Economic Sector
- ☐ Builder/Land Developer
- ☐ Rural/Agricultural Sector
- ☐ Government representative (municipal, provincial, federal)
- ☐ Indigenous, First Nations or Metis
- ☐ Government Agency (e.g. Metrolinx; Conservation Authority)
- ☐ Environmental Interest Group
- ☐ Transportation Agency/Operator
- ☐ Utility provider
- ☐ Social Interest Group (i.e. Seniors Group, Cultural Association, Not for Profit, etc.)
- ☐ Other (please specify)

2. If you are a resident of Richmond Hill, how long have you lived here?

- ☐ Less than 5 years
- ☐ 5-10 years
- ☐ More than 10 years
- ☐ Do not live in Richmond Hill

3. What is your age range?

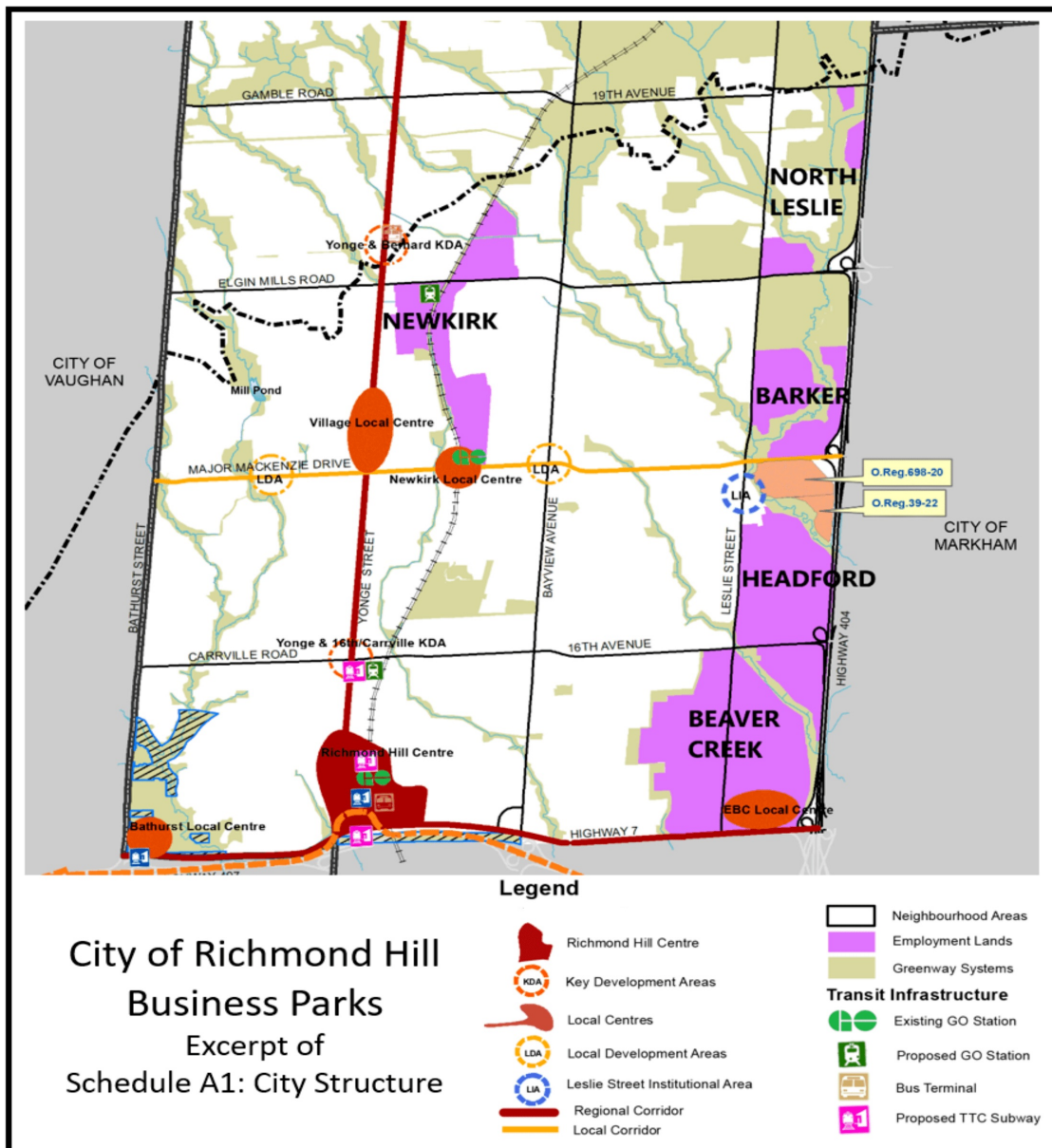
- ☐ Less than 15
- ☐ 15 to 19
- ☐ 20 to 24
- ☐ 25 to 29
- ☐ 30 to 34
- ☐ 35 to 39
- ☐ 40 to 44
- ☐ 45 to 49
- ☐ 50 to 54
- ☐ 55 to 59
- ☐ 60 to 64
- ☐ 65 years and over

4. Postal code:
Example: L4B3P4

City Plan - Richmond Hill's Official Plan Update

Employment Lands

As shown on the map below, Richmond Hill's employment lands are located in five business parks – Barker, Beaver Creek, Headford, Newkirk, and North Leslie. These business parks are important to Richmond Hill's economic growth.



Retaining and Attracting Businesses to the City of Richmond Hill

The Key Directions Report recommends updating land use policies in order to retain existing and attract new businesses.

Attraction of Businesses

Designating areas for employment uses such as manufacturing, processing and warehousing, ensures that there are areas in the City where these uses can be accommodated and not pose land use compatibility issues with other more sensitive uses (i.e. residential) development.

The following are permitted uses in business parks in Richmond Hill. (Uses followed by an asterisk are permitted when development is fronting arterial roads (i.e., Leslie Street, Elgin Mills, Highway 7 and Major Mackenzie Road)):

- High performance industrial uses (manufacturing, assembling, processing, fabricating, servicing, wholesaling, and employee training facilities)
- Warehousing/enclosed storage associated with high performance industrial use
- Major Office/Office*
- Hotels, convention centres, banquet facilities*

5. Do the above noted permitted uses in Richmond Hill's business parks sufficiently allow for businesses, that support a strong local economy, to locate in our employment areas or should we expand permitted uses within employment areas?

- ☐ The current permitted uses are sufficient for these business types
- ☐ Permitted uses in employment areas should be expanded
- ☐ Unsure

6. Please explain your response.

Creating Vibrant Spaces for Workers

Companies, especially those in the technology and innovation sectors, are looking to locate and invest in areas that provide amenities for their workers. The Key Directions Report (Page 92) suggests exploring adding flexibility in terms of permitted uses to create more vibrant employment areas that can successfully attract new employers and retain existing ones.

7. Should the City be more flexible and allow for some of the uses listed below? (select all that apply)

- ☐ Allow businesses geared towards selling to the public when they are integrated within another building (i.e. a store within an office building)
- ☐ Allow recreational uses (i.e., large-scale indoor fitness centre, trampoline park, BMX park, rock-climbing)
- ☐ Allow stand-alone retail, commercial, or restaurants
- ☐ Allow self-storage facilities
- ☐ None of the above

Other (please identify other use permissions to consider that may facilitate employee retention and attraction)

Tailored Policies

The Key Directions Report recommends considering tailored policies for each business park to foster business clusters. By tailoring policies to each business park, the City can direct or focus specific uses to areas already suited for those types of businesses.

In areas with a lot of vacant land, there is greater potential to create hubs for green and low-carbon-related businesses or food production facilities. This can create a cluster of similar or complementary businesses in the same area.

8. Would creating tailored policies to cluster like-business help to attract and retain more businesses in Richmond Hill?

- ☐ Yes, I believe tailored policies would attract and retain more businesses
- ☐ No, I believe tailored policies would not attract and retain more businesses
- ☐ Unsure

9. Please explain your response.

Automotive Sale and Services

Presently, the Official Plan permits most automotive uses, including dealerships in Centres and Corridors, along arterial roads located in the Neighbourhood designation, and within a portion of the Newkirk Business park.

In the summer of 2020, [the City initiated consultation](#) about the permission of automotive uses, including the sale and service of cars within the city's business parks. It was proposed that these automotive businesses could be permitted subject to:

1. Having frontage on an arterial street or a 400-series highway.
2. Automotive repair and service being provided in addition to retail, (except in Newkirk Business Park west of CN Railway where retail is permitted without service or repair requirement).
3. Outdoor displays being limited.

[The Key Directions Report](#) (page 93-94) suggests that when deciding on the appropriateness of permitting auto dealerships/industry, the City should consider changes in the auto industry in terms of how they operate and the newer building formats they use.

10. Given this key direction, how should the City consider expanding permissions for automotive uses in business parks? (Please select your preferred option)

- ☐ The City should keep the limitations and not expand permissions for automotive uses in business parks.
- ☐ The City should permit automotive uses as they presently are in the Official Plan, and also permit automotive uses on the edges of business parks where they front an arterial street, along with criteria (ii) and (iii) noted above.
- ☐ The City should permit automotive uses as proposed in 2020 (see above description)

Other (please specify)

11. Please explain your response.



City Plan - Richmond Hill's Official Plan Update

Mixed Use Development

One of the goals of the Official Plan Update is to better foster complete "15- minute" communities (i.e., communities that offer access to day-to-day living needs within 15- minutes of where a person lives). A key component of a 15-minute community is mixed development that includes local employment options, housing options, affordability, retail, services, and public spaces. The Official Plan aims to accommodate the vast majority of residential and job growth in Centres and Corridors supported by high-order transit (VIVA, GO and/or TTC subway service).

12. How can the Official Plan better support mixed-use development in Centres and Corridors to create vibrant communities and provide jobs close to home for Richmond Hill residents?

Below are several policy options the City could use to help ensure that future development does indeed provide a mix of uses (Please select all options that you support)

- ☐ Require commercial and/or community uses at street level in buildings facing the street in centres and corridors.
- ☐ Require a minimum percentage of Gross Floor Area (GFA) within a building to provide office, commercial and/or community uses.
- ☐ Require a minimum percentage of GFA for the overall property to provide office, commercial and/or community uses. (This option accounts for situations where a property may accommodate more than one building such that some buildings may have these uses within them and others may not).
- ☐ Assign a minimum amount of density that can only be achieved through the provision of non-residential uses within a development block (i.e., an area comprised of multiple properties). (This option would mean that some properties may not be required to provide non-residential uses, but that they also would not be able to build out to their maximum allotted density).
- ☐ Require, that at a minimum any redevelopment must replace existing non-residential GFA.
- ☐ Only encourage office/commercial/community uses within centres and corridors – let the market determine the need for these uses.
- ☐ Unsure

13. Please explain your response.

The York Region Official Plan defines boundaries and provides minimum density targets for areas called Major Transit Station Areas (MTSA). These areas generally include land where medium and high density development can be accommodated and that are close to subway, VIVA and certain GO stations. In Richmond Hill, these MTSA's are generally located along Yonge Street (south of 19th Avenue) and along Highway 7 where there are VIVA stations. MTSA's aim to achieve a minimum density target measured as the number of residents and jobs per hectare.

14. What criteria should the City consider when determining the appropriate mix of residents and jobs (as a proportion of the per hectare rate) for each MTSA? (Select all that apply)

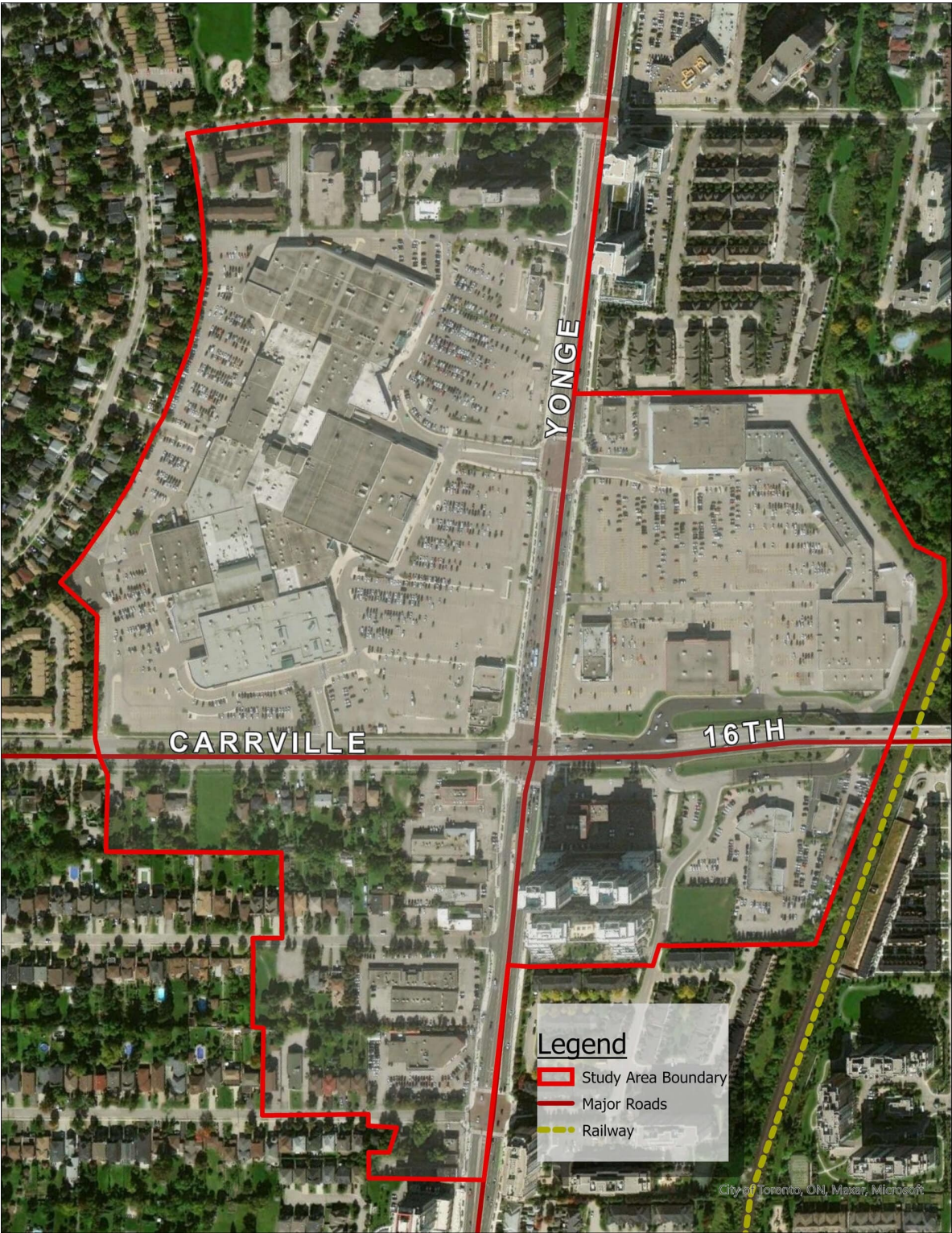
- ☐ The location and context
- ☐ The type of transit serving the MTSA (e.g. Subway, BRT, GO Rail)
- ☐ The number of existing residents and jobs in the MTSA
- ☐ The planned vision for the area in the Official Plan (e.g. the MTSA in an Employment Area, or an MTSA in Key Development Area)
- ☐ Infrastructure capacity
- ☐ None – the Official Plan need not predetermine the mix of residents and jobs.

15. Please explain your response.



**City Plan - Richmond Hill's Official Plan Update
Yonge and 16th Avenue/Carrville Road Area**

The following vision statement is proposed for the Yonge and 16th Avenue/Carrville Road Key Development Area (KDA) - "A community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus."



Vision Statement:

“A community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus.”

16. Does the vision statement reflect your long-term expectation for the KDA?

Not at all	Somewhat	Yes, to some degree	Yes, mostly	Yes, absolutely
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Please explain your response.

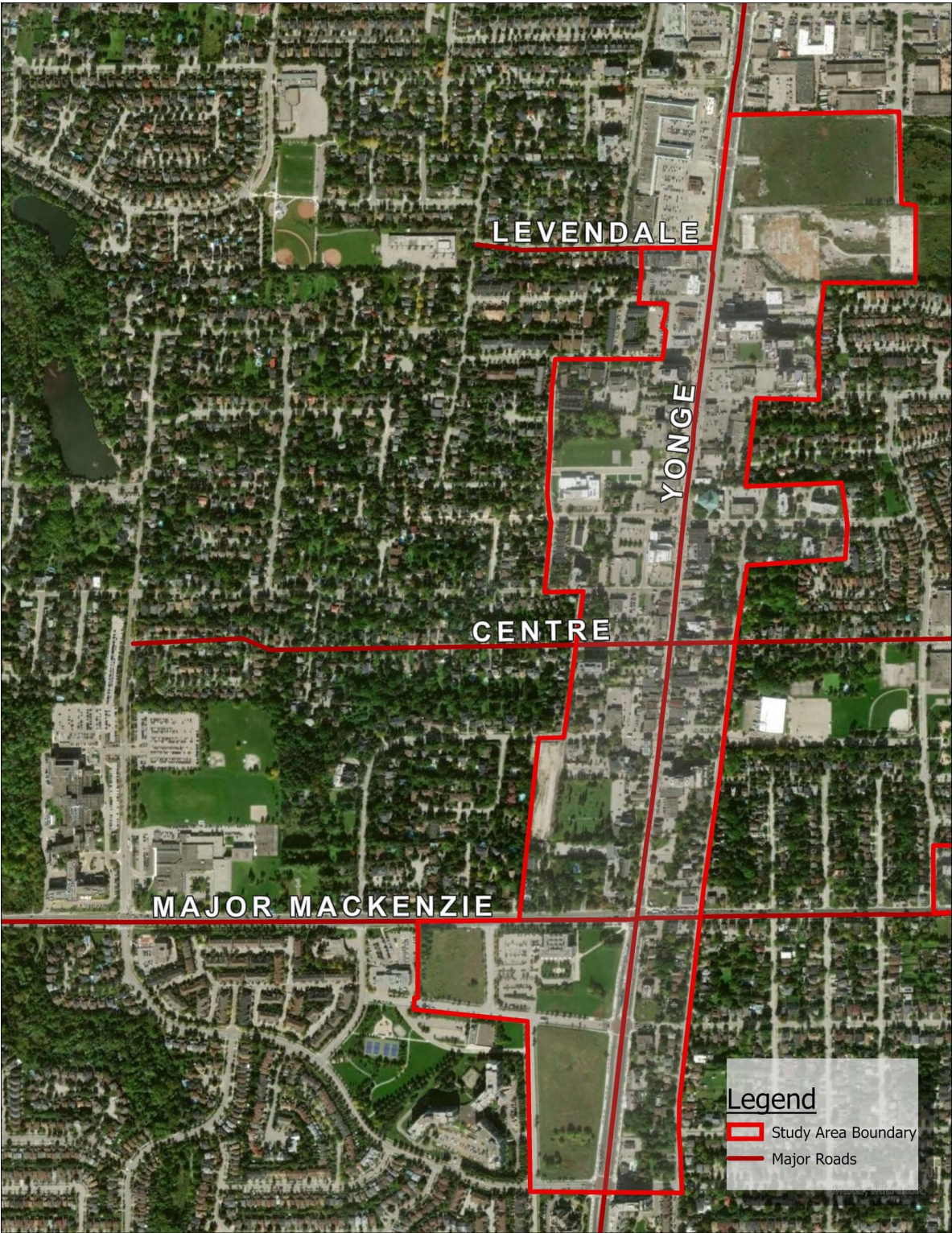
18. How can this KDA support more office jobs, in line with the City’s [Investment Attraction Strategy](#)? (Select all that apply)

- ☐ Require office and institutional buildings on lands fronting the intersection at Yonge and Carrville Road /16th Avenue
- ☐ Require office and institutional buildings near potential transit stations.
- ☐ Require office and institutional buildings anywhere along Yonge Street or Carrville Road / 16th Avenue
- ☐ Within residential developments anywhere in the KDA, require a proportion of the building space for office use
- ☐ Do not require office and institutional buildings – encourage them only
- ☐ Other (please specify)



City Plan - Richmond Hill's Official Plan Update
The Village Local Centre

The following vision statement is proposed for the Village Local Centre - "A Village within the City" that is vibrant, walkable and green; and that provides opportunities for entertainment and access to the City's history."



Vision Statement:

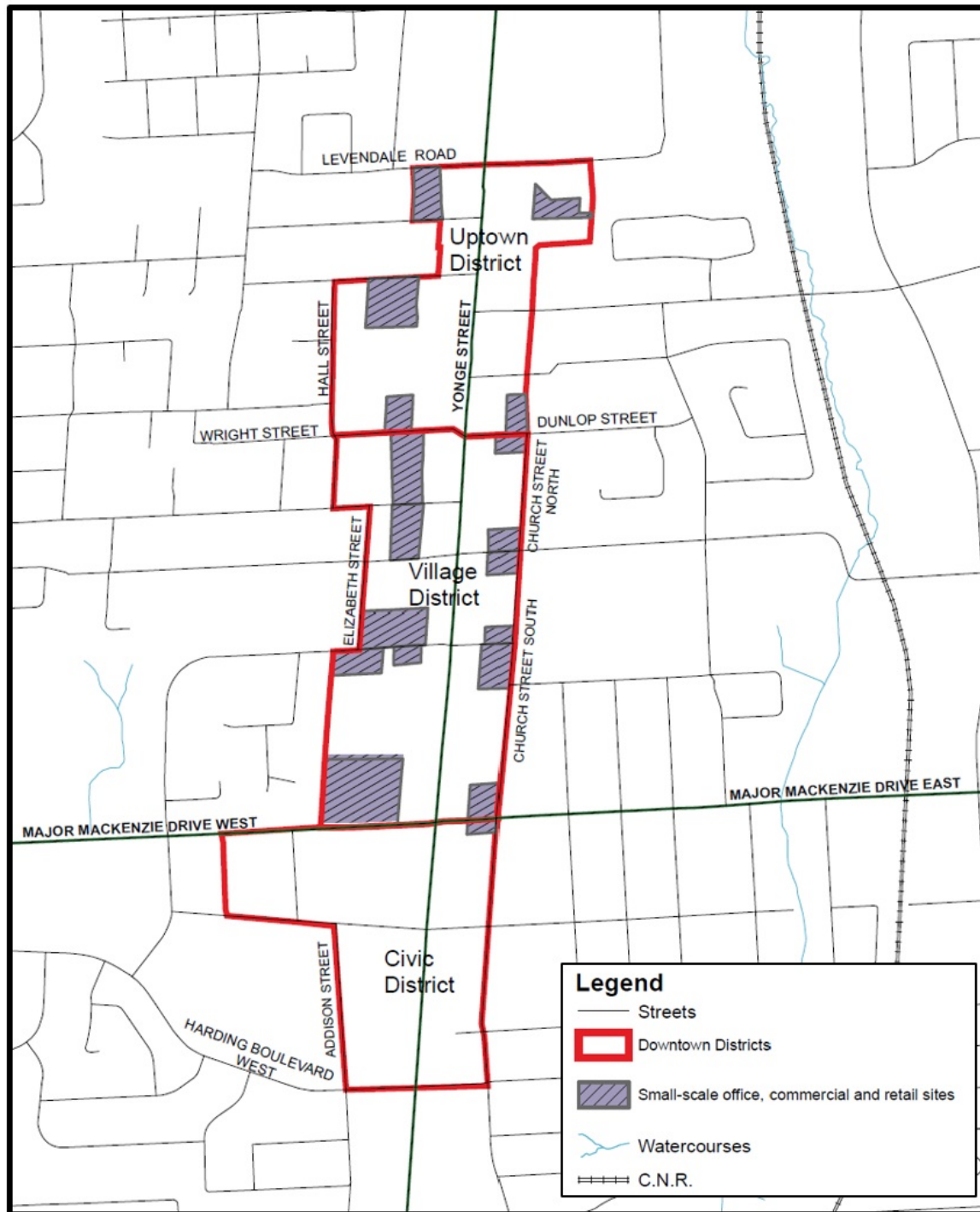
“A Village within the City” that is vibrant, walkable and green; and that provides opportunities for entertainment and access to the City’s history.”

19. Does the vision statement reflect your long term expectation for the Local Centre?

Not at all	Somewhat	Yes, to some degree	Yes, mostly	Yes, absolutely
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

20. Please explain your response.

21. For lands between Major Mackenzie and Leventdale Road within the Village study area, the Official Plan currently has a policy which directs office, commercial and retail uses on lands with direct frontage on Yonge Street. The policies also permit small-scale office, commercial, and retail uses only in locations identified on this map (see below). Should the policies be revised to allow these uses in other areas of the Village? (Select your preferred option.)



- ☐ Yes, allow small scale office, commercial, and retail uses on any lands within the Local Centre.

- ☐ Yes, allow small scale office, commercial, and retail uses on any lands within the Local Centre, with the exception of properties that are adjacent to the Neighbourhood land use designation.
- ☐ No, keep the policies as is, and only allow the small scale office, commercial, and retail uses on sites identified on the map and along Yonge Street.

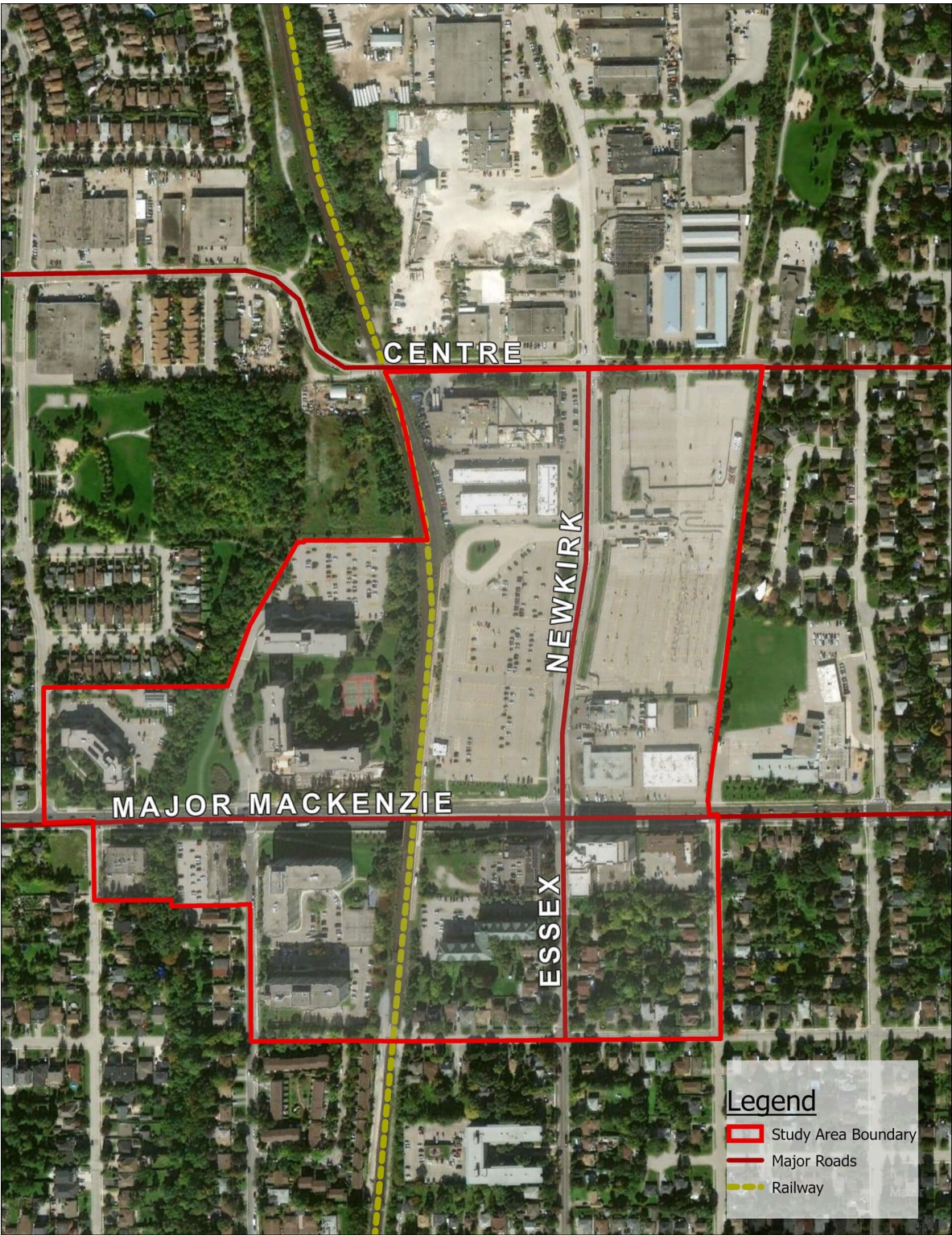
Other (please explain)

22. Please explain your response.



City Plan - Richmond Hill's Official Plan Update
The Newkirk Local Centre

The following vision statement is proposed for the Newkirk Local Centre - "An affordable, mixed-use community anchoring a transit station that connects commuters from across the City."



Vision Statement:

“An affordable, mixed-use community anchoring a transit station that connects commuters from across the City.”

23. Does the vision statement reflect your long term expectation for the Local Centre?

Not at all	Somewhat	Yes, to some degree	Yes, mostly	Yes, absolutely
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

24. Please explain your response.

25. The current Official Plan permits retail, office, commercial and community uses within this area, and requires that they be provided at street-level for new development fronting Major Mackenzie Drive. What changes to these policies should the City consider to support the vision for this Local Centre, as a mixed use community and transit station anchor? (Select your preferred option)

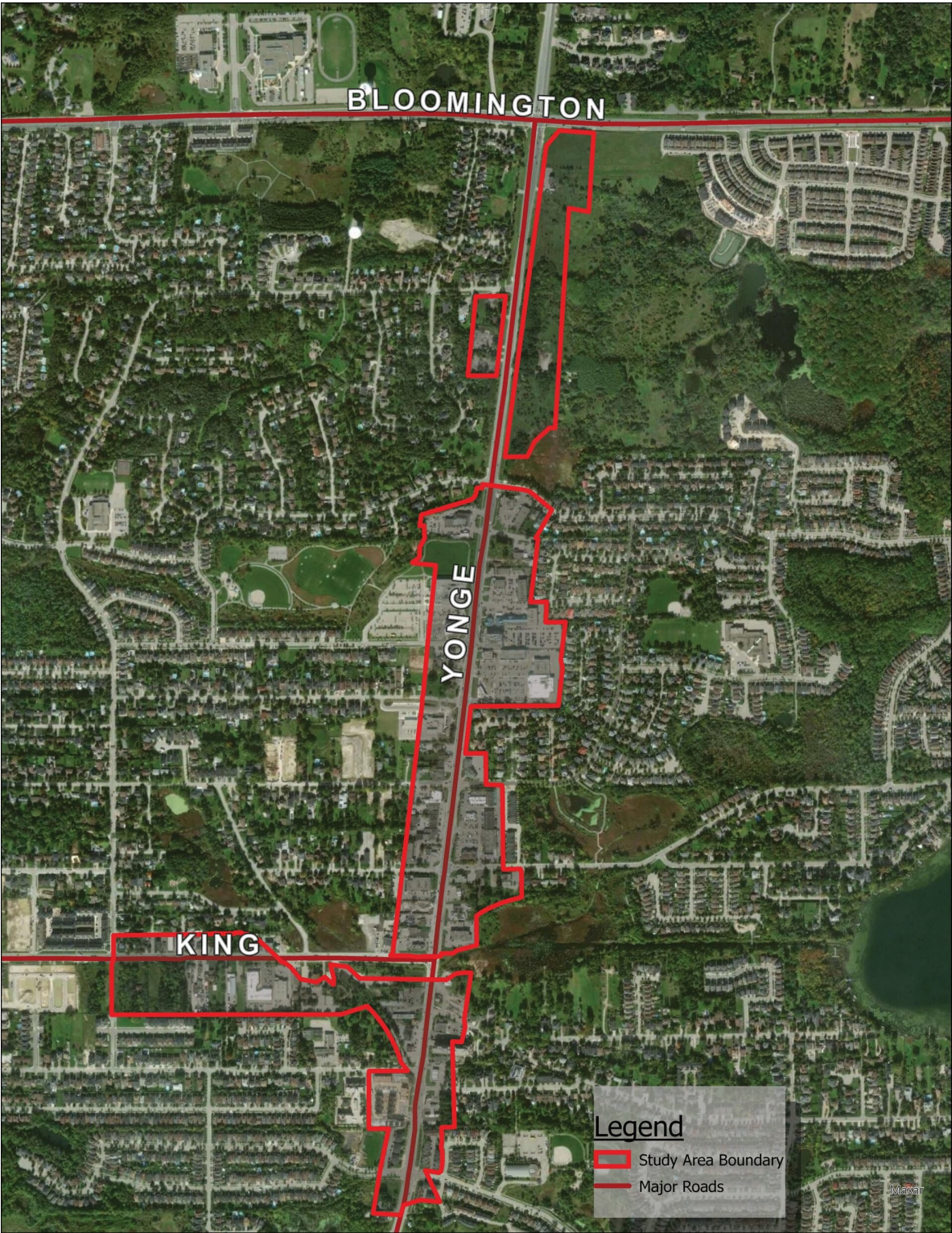
- ☐ Expand the requirement for street-level retail, office, commercial and community uses to lands fronting Newkirk Road and Centre Street in the north east portion of the Local Centre (i.e. the current GO station parking lots).
- ☐ Require a larger proportion of new buildings (not just at street level), within the north-east quadrant of the Local Centre, to provide retail, office, commercial and community uses.
- ☐ Require a larger proportion of new buildings (not just at street level) across the whole of the Local Centre to provide retail, office, commercial and community uses.
- ☐ No change, the current permissions for job-related uses support the vision for this Local Centre.

26. Please explain your response.



City Plan - Richmond Hill's Official Plan Update
The Oak Ridges Local Centre

The following vision statement is proposed for the Oak Ridges Local Centre - "A community with a 'modern town' feel located on the Oak Ridges Moraine that is green, natural, clean and safe."



Vision Statement:

“A community with a ‘modern town’ feel located on the Oak Ridges Moraine that is green, natural, clean and safe”.

27. Does the vision statement reflect your long term expectation for the Local Centre?

Not at all	Somewhat	Yes, to some degree	Yes, mostly	Yes, absolutely
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

28. Please explain your response.

29. The Official Plan currently has a policy that encourages non-residential uses (e.g. retail, commercial, office, etc.) at street level in a mixed-use building form for new development in the ORLC. Furthermore the Official Plan does not permit “major retail” in this Centre. How should these policies be revised to to promote the “modern main street” vision for this area? (Select all that apply)

- ☐ Require non-residential uses at street level for development fronting Yonge Street.
- ☐ Require non-residential uses at street level for development fronting King Road.
- ☐ Keep the policy only encouraging street-level non-residential uses as is.
- ☐ Provide more policy direction to support a broader mix of uses beyond the street level in this Local Centre.
- ☐ Permit Major Retail (i.e. shopping mall, big-box retail) wherever retail uses are permitted within this centre.

Other (please explain)

30. Please explain your response.



City Plan - Richmond Hill's Official Plan Update

Establishing Criteria for Evaluating Official Plan Amendments

From time to time amendments to the Official Plan may be necessary. As part of the Official Plan update, the City of Richmond Hill would like to develop clear, public criteria for considering and approving Official Plan Amendments. Establishing criteria will help the proponent and the community understand how the City would evaluate the appropriateness of an amendment to the Official Plan and under what circumstances the City could grant approval.

In "[Planning for Change](#)" David Dixon recommended that the criteria be based on the four pillars of the Official Plan Update (Grow Our Economy, Design Excellence, Green and Sustainable, Protect and Enhance) and that the City consider matters that benefit the quality of life within our communities.

31. Please select the top three criteria suggested in Planning For Change that you believe would enhance quality of life in Richmond Hill?

- ☐ Grow the economy by improving workplaces and attracting new businesses
- ☐ Increase or deepen housing affordability
- ☐ Attain design excellence by creating a more inclusive and inviting public realm
- ☐ Promote green and sustainable design that improves human health and addresses climate change impacts
- ☐ Protect and enhance our natural environment and water resources
- ☐ Preserve and create connections with Indigenous, cultural, and historical heritage
- ☐ Support orderly development by optimizing existing infrastructure and integrating land use planning with the delivery of infrastructure
- ☐ Better alignment with Provincial/Regional policy

32. Are there additional criteria that should be considered when reviewing Official Plan Amendments?