

Synopsis

Below is a comprehensive summary and analysis of site-specific and area-specific conversion requests in Richmond Hill undertaken by City Staff. Part 1 of this appendix outlines site-specific conversion requests submitted to the Region on behalf of private landowners and evaluation of the requests using the Region's Conversion Criteria.

Part 2 of this appendix highlights a more detailed analysis for each site-specific conversion request submitted by landowners. Part 3 of the appendix outlines proposed conversion requests municipally-initiated by the City for consideration by the Region through the MCR process.

Among other matters, the following analysis outlined in Parts 2 and 3 of the appendix takes into consideration the Region's criteria and other relevant factors including location, policy context, proposed uses, and the appropriateness of a conversion on the subject lands in consideration of the area context. Based on the preceding, each analysis concludes with a recommendation to either support or not support the proposed request.

Part 1: Evaluation of Private Landowner Employment Conversion Requests using York Region Conversion Criteria

Part 2: Staff Analysis of Private Landowner Employment Conversion Requests

Richmond Hill Honda

#29.1 - Rice Commercial Group/DDR Major Mac Richmond GP Inc.

#40.1 - Cedartrail Developments Inc.

#41.1 - Congio Enterprises Inc.

#72.1 & 73.1 - Toronto Montessori Schools & 1355314 Ontario Inc.

#88 - Orlando Corporation

#92 - 1835942 Ontario Inc. & Stonecourt Construction

#123 - Baif Developments Ltd.

#127 - Upper City Corporation

#111 - Parkway Hotels and Convention Centre Inc.

#153 - Carefirst Seniors and Community Services Association

#156 - Crestpoint Real Estate (YYC) Inc.

Part 3: Analysis of Proposed Municipally Initiated Employment Conversion Requests

1. Newkirk GO Station (Lower Newkirk)

2. South East Beaver Creek

3. Leslie Street south of Major Mackenzie Drive (9843, 9853, 9861, 9875, 9893, 9901 and 9947 Leslie Street)

Part 1: Evaluation of Private Landowner Employment Conversion Requests using York Region Conversion Criteria

Private Landowner Employment Conversion Requests

Richmond Hill Honda¹

#29.1 - Rice Commercial Group/DDR Major Mac Richmond GP Inc.

#40.1 - Cedartrail Developments Inc.

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#156 - Crestpoint Real Estate (YYC) Inc.

Evaluation:

Criteria #	Source	Theme Area	Criteria	Private Landowner:											
				Richmond Hill Honda ¹	#29.1	#40.1	#41.1	#72.1 & #73.1	#88	#92	#123	#127	#111	#153	#156
1	York Region	Supply	The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville,	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

¹ Conversion request submitted by Richmond Hill Honda is not associated with a site-specific property or municipal address in the City's employment areas and is therefore not geographically shown on Map 1 to SRPRS.20.003.

Appendix C – Summary and Analysis of Conversion Requests in Richmond Hill
(SRPRS.20.003)

Criteria #	Source	Theme Area	Criteria	Private Landowner:											
				Richmond Hill Honda ¹	#29.1	#40.1	#41.1	#72.1 & #73.1	#88	#92	#123	#127	#111	#153	#156
			Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).												
2	York Region	Viability	The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.	TBD ¹	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Fail	Pass	Fail
3	Growth Plan	Supply	The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated (Growth Plan 2.2.5.9 b).	Unknown/TBD (Subject to Regional Land Needs Assessment)											
4	Growth Plan	Supply	The Region and local municipality will maintain sufficient employment lands to accommodate forecasted employment growth, including sufficient employment land employment growth, to the horizon of the Growth Plan (modified Growth Plan 2.2.5.9.c).	Unknown/TBD (Subject to Regional Land Needs Assessment)											
5	Growth Plan	Viability	Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (modified Growth Plan 2.2.5.9 d).	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass

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Criteria #	Source	Theme Area	Criteria	Private Landowner:											
				Richmond Hill Honda ¹	#29.1	#40.1	#41.1	#72.1 & #73.1	#88	#92	#123	#127	#111	#153	#156
6	Growth Plan	Infrastructure	There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (e.g. sewage, water, energy, transportation) (modified Growth Plan 2.2.5.9 e).	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
7	Growth Plan	Region-Wide	There is a need for the conversion (GP 2.2.5.9 a)	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail
8	York Region	Viability	Related to # 5: The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to: a) Hindering the operation or expansion of existing or future businesses b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term c) Attracting a broad range of employment opportunities and maintaining clusters of business and economic activities d) Providing appropriate buffering of employment uses from non-employment uses.	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass

Appendix C – Summary and Analysis of Conversion Requests in Richmond Hill
(SRPRS.20.003)

Criteria #	Source	Theme Area	Criteria	Private Landowner:											
				Richmond Hill Honda ¹	#29.1	#40.1	#41.1	#72.1 & #73.1	#88	#92	#123	#127	#111	#153	#156
9	York Region	Region-Wide	Cross-jurisdictional issues have been addressed	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	York Region	Viability	The conversion to a non-employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts.	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass
11	York Region	Supply	Conversion of the site would not compromise the Region's and/or local municipality's supply of large sized employment area sites (i.e. 10 ha or greater) which allow for a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.	Pass	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Pass ²	Pass	Pass	Pass
12	York Region	Viability	The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions.	TBD ¹	Fail	Pass	Pass	Fail	Fail	Pass	Fail	Fail	Fail	Pass	Fail
13	York Region	Access	The proposed site is not visible from or adjacent to 400-series highways, or is not located in proximity to existing or planned highways and	TBD ¹	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Fail	Fail	Pass	Fail

² (overall site area is approx. 16ha; employment designated lands are approximately 4.2ha)

Appendix C – Summary and Analysis of Conversion Requests in Richmond Hill
(SRPRS.20.003)

<u>Criteria #</u>	<u>Source</u>	<u>Theme Area</u>	<u>Criteria</u>	<u>Private Landowner:</u>											
				<u>Richmond Hill Honda¹</u>	<u>#29.1</u>	<u>#40.1</u>	<u>#41.1</u>	<u>#72.1 & #73.1</u>	<u>#88</u>	<u>#92</u>	<u>#123</u>	<u>#127</u>	<u>#111</u>	<u>#153</u>	<u>#156</u>
			interchanges, intermodal facilities, airports and does not have access to rail corridors.												
14	York Region	Region-Wide	The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	Fail	Fail	Pass	Pass	Fail	Fail	Pass	Fail	Fail	Fail	Fail	Fail

Part 2: Analysis of Private Landowner Employment Conversion Requests

Richmond Hill Honda¹

Landowner:	Richmond Hill Honda
Municipal Address(es):	77 16 th Avenue (current)
Geographic ID (refer to Map 1 of SPRRS.20.003):	n/a ¹

Analysis:

The conversion request submitted by Richmond Hill Honda is not associated with a site-specific property or municipal address in the City’s employment areas. However, this request specifically seeks permission for automotive dealerships, subject to criteria, to be permitted within key locations of the City’s designated Employment Area and Employment Corridor designations as set out in the City’s Official Plan.

The current municipal address for the existing Richmond Hill Honda site is 77 16th Avenue in Richmond Hill. Through its submission request for an employment conversion, the landowner has indicated that it is looking to relocate its business within the City’s designated employment areas, and is seeking an employment land conversion to facilitate this objective. Moreover, it has indicated that the proposed conversion request is also intended to allow the City to review its employment area policies as it relates to the permission of automotive dealerships in employment areas along the periphery of the City’s employment areas at key intersections, and along lands that have frontage onto arterial and/or collector roads.

In evaluating the proposed conversion request, Staff note that there is sufficient policy direction in the City’s OP that provides clarity and certainty on where commercial and retail uses are permitted in Richmond Hill. Moreover, the City’s OP generally limits commercial and retail uses within the Employment Area and Employment Corridor designations to “accessory retail” and/or “ancillary commercial” uses. “Accessory retail” generally includes retail that is integrated with an industrial or office development, and which allows for limited sales of goods manufactured, processed, or assembled on site that occupy a limited portion of floor area in a building. “Ancillary commercial” generally includes small-scale retail and commercial uses that primarily serve the business function of employment lands. Similar to “accessory retail” uses, “ancillary commercial” uses are not permitted in standalone buildings and must be integrated with an industrial or office development.

Staff note that the proposed conversion request for an automotive dealership is not site-specific; it is essentially a request that the City identify lands within the Employment Areas that would be suitable for automotive dealerships. With respect to the Region’s conversion criteria, Staff note that the proposed conversion request satisfies some but not all of the criteria. Moreover, applicability of some of the Region’s conversion criteria is indeterminate at this time due to the fact that the request is not site-specific.

Notwithstanding the preceding, Staff note that through the OP Review, the City can undertake a comprehensive analysis to consider policy direction and specific locational criteria for automotive dealerships, motor vehicle retail sales and associated uses, as well as other types of commercial and institutional uses to determine their compatibility within Employment Areas. Accordingly, as the Region continues to consider employment land policies, it is recommended that Council direct Staff to undertake further background research on the proposed uses to determine their appropriateness and compatibility within employment areas and report back to Council through the OP Review. In the interim, however, staff do not support a conversion request that seeks a broad change to the City’s policy and land use framework without first undertaking a comprehensive analysis through the OP Review. For these reasons, the proposed conversion request should not be supported at this time.

#29.1 - Rice Commercial Group/DDR Major Mac Richmond GP Inc.

Landowner:	Rice Commercial Group/DDR Major Mac Richmond GP Inc.
Municipal Address(es):	1577 Major Mackenzie Drive East
Geographic ID (refer to Map 1 of SPRRS.20.003):	#29.1

Analysis:

The property proposed for conversion is surrounded by lands designated for employment to the north and south, and is cut off on the east side by Highway 404 and on the west side by the Rouge River (see ID #29 on Map 1).

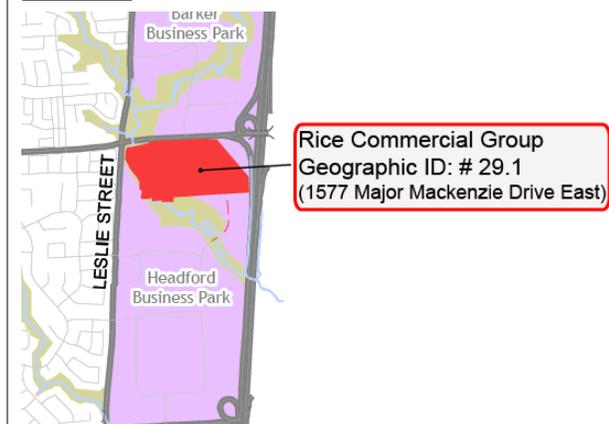
The subject lands represent a large undeveloped parcel (17.6 ha), and is one of the few remaining undeveloped large sized employment sites in the City that is located along the Highway 404 corridor. Highway 404 is a major Provincial highway and goods movement corridor that traverses York Region. Accordingly, the subject lands provide exceptional access to Major Mackenzie Drive and to Highway 404 as it is located immediately adjacent to the Highway 404 and Major Mackenzie Drive East interchange. The policies of the Growth Plan 2019 direct municipalities to designate and preserve lands located near or adjacent to major goods movement facilities and corridors as areas for manufacturing, warehousing and logistics. The subject lands are in a strategic location to support these objectives.

The subject lands have been the subject of a number of contested OMB hearings, dating back to 2008 and resulting most recently in an OMB decision issued on March 20, 2017. Although the City’s OP does not permit major retail within its employment areas, in its Decision the OMB approved a site-specific exception policy in the City’s OP allowing for major retail and commercial uses on the property, while maintaining the existing Employment Area and Employment Corridor designations. Despite the OMB’s decision to expand permissions on the site, there has not been any development activity on the property.

Most recently, the landowner has requested through the Region’s MCR that its lands be converted to add residential uses as a permitted use in addition to its site-specific permissions for major retail and commercial uses. Introducing residential uses on the subject property would significantly alter the employment context of the subject lands and the lands within the broader Headford Business Park. With respect to the Region’s criteria, the proposed conversion fails the majority of the Region’s conversion criteria. Based on the foregoing, staff recommend that the request should not be supported.

Notwithstanding the above, on September 18, 2019, Richmond Hill Council supported a Member Motion approving in principle a master concept plan for the subject property and directed City Staff to process privately initiated Official Plan Amendment and Zoning By-law Amendment applications to facilitate the landowner’s proposed land use vision and concept plan for its landholdings (refer to Appendix E of SRPRS.20.003). As of the writing of this staff report, no private application has been submitted.

Location:



#40.1 - Cedartrail Developments Inc.

#41.1 - Congio Enterprises Inc.

Landowner:	Cedartrail Developments Inc. and Congio Enterprises Inc.
Municipal Address(es):	1521 and 1581 19 th Avenue
Geographic ID (refer to Map 1 of SPRRS.20.003):	#40.1 and 41.1

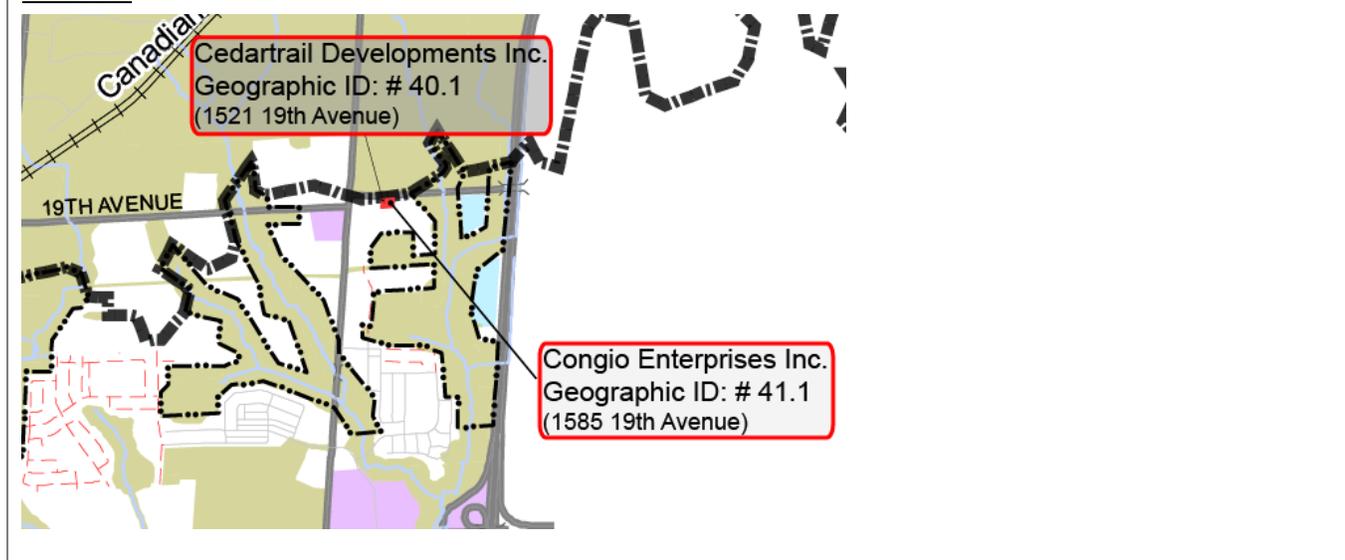
Analysis:

The subject lands proposed for conversion occupy a very small land area within the North Leslie Secondary Plan area. These sites are vacant and are not expected to contribute a significant amount of employment, nor are they expected to have a significant impact in the City’s ability to meet its overall employment needs and economic objectives.

Presently, these lands and surrounding properties are not identified on the Region’s Employment Land Inventory, and they do not currently appear on the Region’s proposed mapping as part of the MCR.

The proposed conversion passes the majority of the Region’s conversion criteria. Accordingly, given the size requirements and unique context and characteristics of these lands, the proposed conversion request should be supported.

Location:



#72.1 & # 73.1- Toronto Montessori Schools & 1355314 Ontario Inc.

Landowner:	Toronto Montessori Schools & 1355314 Ontario Inc.
Municipal Address(es):	500 Elgin Mills Road East and 93 Edward Avenue
Geographic ID (refer to Map 1 of SPRRS.20.003):	#72.1 and 73.1

Analysis:

The subject lands proposed for conversion occupy two properties and are located in the north portion of the Newkirk Business Park, north of Elgin Mills Road East, and east of Edward Avenue. This portion of the Newkirk Business Park is a well established employment area consisting of a number of industrial properties. The proposed conversion request seeks to re-designate the subject lands to permit a private school with outdoor recreation area/sports field at 93 Edward Avenue.

Under the City’s OP, the lands are designated Employment Area which do not permit public or private schools. In reviewing the proposed conversion request, Staff note that the private school use presently exists on 500 Elgin Mills Road (TMS School) and operates under older existing zoning permissions pursuant to By-law 184-87, as amended by By-law 45-07 on a site specific basis to permit the private school. The zoning for this property predates the adoption of the City’s OP.

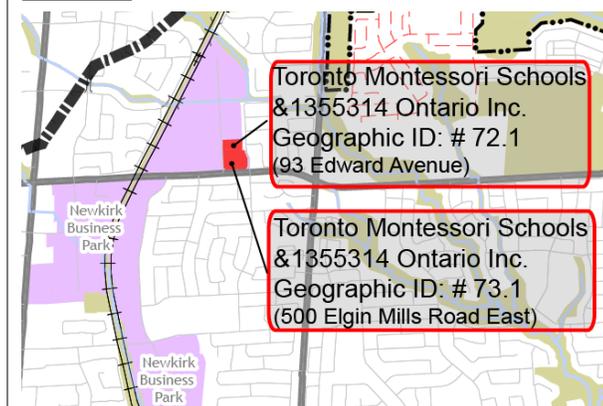
The property at 93 Edward Avenue presently supports a one-storey industrial building, with an associated parking area that appears to be used by Stock Transportation for outdoor storage of school buses and fleet vehicles.

With respect to the Region’s conversion criteria, Staff note that the proposed conversion request satisfies some but not all of the criteria. In particular, the request fails Criteria 10, which stipulates that conversion to non-employment uses be compatible with surrounding land uses and will mitigate potential land use conflicts.

Based on the preceding, Staff recommend that the Employment Area designation on the site be maintained to ensure the viability of the business park over the long term. Notwithstanding that the private school use presently exists and is in operation on 500 Elgin Mills Road East, under provincial policies a school is considered a ‘sensitive land use’ that is institutional in nature. The Growth Plan (2019) directs municipalities to plan for employment areas within settlement areas by, among other matters, prohibiting or limiting residential uses and other sensitive land uses that are not ancillary to primary employment uses. Accordingly, a private school is a sensitive land use that may affect the viability of other employment properties in the area. Should the private school use cease in operation over time, maintaining an employment designation on the site would allow it to be redeveloped with employment uses consistent with the policies of the City’s OP.

Presently, the Region’s Official Plan is silent regarding private school uses within Employment Areas, whereas the City’s Official Plan prohibits them. Staff recommend opposing the request for conversion and to explore alternative approaches to the expansion of this existing use.

Location:



#88 - Orlando Corporation

Landowner:	Orlando Corporation
Municipal Address/Legal Description:	Blocks 2 and 3, 65M-4080
Geographic ID (refer to Map 1 of SPRRS.20.003):	#88

Analysis:

The subject lands proposed for conversion are vacant lands located near the intersection of Leslie Street and 16th Avenue and are bounded by Orlando Drive to the north, Brodie Drive to the east, Leslie Street to the west, and employment uses to the south. The conversion seeks permission for a vehicle retail sales establishment with associated mechanical repairs and servicing, warehousing and office space. The requested land use permission is a commercial/retail use that is permitted in the Regional Mixed-Use Corridor, Local Development Area, Key Development Area and Local Centre designations set out in the City’s OP and subject to built form and height policies prescribed by the Plan.

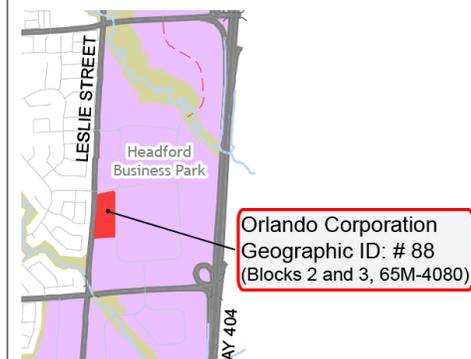
In evaluating the proposed conversion request, Staff note that there is sufficient policy direction in the City’s OP that provides clarity and certainty on where commercial and retail uses are permitted in Richmond Hill. Moreover, the City’s OP generally limits commercial and retail uses within the Employment Area and Employment Corridor designations to “accessory retail” and/or “ancillary commercial” uses. “Accessory retail” generally includes retail that is integrated with an industrial or office development, and which allows for limited sales of goods manufactured, processed, or assembled on site that occupy a limited portion of floor area in a building. “Ancillary commercial” generally includes small-scale retail and commercial uses that primarily serve the business function of employment lands. Similar to “accessory retail” uses, “ancillary commercial” uses are not permitted in standalone buildings and must be integrated with an industrial or office development.

Staff note that the proposed conversion request does not include the manufacturing, processing or assembling of motor vehicles. On that basis, the proposed uses are not permitted under the current policies of the City’s in-force OP as the sale of motor vehicles is a commercial activity that is not small-scale, and does not meet the definition of “accessory” or “ancillary” as being incidental to, or primarily serving, the business function of employment lands.

With respect to the Region’s conversion criteria, Staff note that the proposed conversion request satisfies some but not all of the criteria.

Notwithstanding the preceding, Staff note that through the OP Review, the City may choose to undertake a comprehensive analysis to consider policy direction and specific locational criteria for motor vehicle retail sales and associated uses, as well as other types of commercial and institutional uses to determine their compatibility within Employment Areas. Accordingly, as the Region continues to consider employment land policies, it is recommended that Council direct Staff to undertake further background research on the proposed uses to determine their appropriateness and compatibility within employment areas and report back to Council through the OP Review. In the interim, however, staff would not support removing the subject lands from the Employment designation in order to permit the proposed uses, as the site is well-situated for employment uses contemplated in the Official Plan. For these reasons, the proposed conversion request should not be supported at this time.

Location:



#92 - 1835942 Ontario Inc. & Stonecourt Construction

Landowner:	1835942 Ontario Inc. & Stonecourt Construction
Municipal Address(es):	10537 Yonge Street and 10481 Yonge Street
Geographic ID (refer to Map 1 of SPRRS.20.003):	#92

Analysis:

The subject lands proposed for conversion are located on the east side of Yonge Street, north of Levendale Avenue and encompass the lands municipally known as 10537 and 10481 Yonge Street. The proposed conversion seeks permission for residential or mixed-use development on the subject lands, to be in keeping with the Regional Mixed Use Corridor permissions of the City’s OP that apply to the properties that are north of the subject lands.

The easterly portion of the lands proposed for conversion are also located within a Flood Vulnerable Area, pursuant to Schedule A2 (Land Use), and Schedule A7 (Floodplain Regulation Areas, Special Policy Areas and Flood Vulnerable Areas). The policies of the OP limit permission for development on the easterly portion of the lands until such time as remediation works in the Flood Vulnerable Area are completed.

Contextually, the lands proposed for conversion are the only two properties within the Newkirk Business Park that have frontage onto Yonge Street. The two properties are presently vacant and have been vacant for the last several years. Yonge Street is designated as a Regional Mixed-Use Corridor in the City’s OP from Highway 7 to 19th Avenue, and as a Regional Corridor in the Region’s Official Plan. Regional Corridors are planned to function as urban mainstreets with compact, mixed-use, transit-oriented built form.

With respect to 10481 Yonge Street, the southern half of the property is designated Downtown Local Centre along the Yonge Street frontage, and Neighborhood on the rear portion of the site. The property is planned to be bisected east-west by the proposed extension of Enford Road that is planned to intersect with Yonge Street at the existing Levendale Road intersection (see Schedule A8 of the City’s OP). North of the Enford Road extension, the lands are designated Employment Corridor along the Yonge Street frontage, and Employment Area and Natural Core on the rear portion of the site.

With respect to 10537 Yonge Street, the lands are designated Employment Corridor along the Yonge Street frontage, and Employment Area on the rear portion of the site. Under current zoning permissions, retail warehouse and standalone single-storey buildings for office, restaurant and bank uses on the property (west of Enford Road) may be permitted subject to conformity with the in-force Zoning By-law, as amended. The lands to the rear of the property, located east of Enford Road, are zoned with a Holding Provision (H). The holding provision restricts development in this portion of the property until the location, design and capacity of a future stormwater management facility be determined, and requires that the landowner address impacted soils in accordance with Provincial requirements.

As outlined in the applicant’s conversion submission, the landowners are seeking the following as it applies to lands that are generally west and north of Enford Road:

10481 Yonge Street

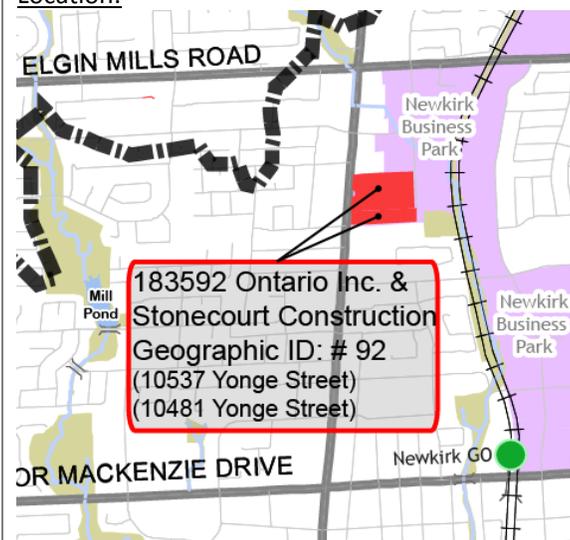
- To convert the lands designated Employment Corridor and Employment Area within the remaining northern half (2.97 ha) of the property (north of the future Enford Road extension) to allow for residential and mixed-use development; and

10537 Yonge Street

- To convert the lands designated Employment Corridor and Employment Area for the lands west of Enford Road to allow for residential and mixed-use development.

With respect to the Region’s conversion criteria, Staff note that the proposed conversion request satisfies most of the conversion criteria but fails Criteria 11 which directs that large sized employment area sites (i.e. 10 ha or greater) be preserved for land extensive employment uses such as manufacturing, warehousing, distribution and logistics. Notwithstanding this, Staff note that the properties proposed for conversion are not located along a major goods movement corridor such as a Provincial 400-series highway, which would warrant further protection for a range of land extensive employment uses. The location of these properties on Yonge Street flanked by high density mixed-use development would likely not be conducive to manufacturing, warehousing, distribution or logistics. Moreover, Staff are of the opinion that contextually the proposed conversion applying to the lands described above is appropriate, and would allow the properties to be planned in manner that is generally consistent with the properties to the north and south along the Yonge Street frontage, which are designated Regional Mixed Use Corridor and Downtown Local Centre respectively. These lands will have access to the planned VIVA bus rapid transit service along Yonge Street and both designations direct for a mix of land uses in a compact, pedestrian and transit-oriented built form supported by public rapid transit. For these reasons, the proposed conversion request should be supported.

Location:



#123 - Baif Developments Ltd.

Landowner:	Baif Developments Ltd.
Municipal Address(es)/Legal Description:	Concession 3, PT LOT 19
Geographic ID (refer to Map 1 of SPRRS.20.003):	#123

Analysis:

The property proposed for conversion is located immediately south of the lands proposed for conversion by Rice Commercial Group, and are surrounded by lands designated for employment to the south, Highway 404 to the east, and the Rouge River watercourse to the west.

The Baif property is located in the Headford Business Park and represents a large undeveloped parcel (8.76 ha) located along the Highway 404 corridor. It is presently landlocked with no road access to the north or south; a future extension of Vogell Road is planned to extend north into the Baif property and south through the Rice Commercial Group lands (Geographic ID #29.1) and align with the existing intersection of Major Mackenzie Drive East and Via Renzo Drive. Contextually, the Baif property is adjacent to a Provincial 400-series Highway which is a major goods movement corridor and Major Mackenzie Drive East interchange, with approximately 400 metres of frontage on the highway. When considered alongside the Rice Commercial Group lands to the north, the amount of vacant employment lands near this highway interchange are significant and total an estimated 27 hectares collectively.

The Baif property is designated Employment Area in the City’s OP. Through a 2017 OMB decision, a site-specific policy was approved for the property which permits major retail and commercial uses while maintaining the existing Employment Area designation on the lands. The permissions are in addition to the primary employment uses permitted by the City’ OP. Despite the OMB’s decision to expand permissions on the site, the Baif property has remained vacant generally due to a lack of access to the existing street network.

With respect to the Region’s conversion criteria, staff note that the proposed conversion fails the majority of the Region’s conversion criteria. The Baif lands benefit from being in close proximity to the Highway 404 goods movement corridor as they directly abut the corridor and have good visibility from the highway. The lands are also of a sufficient size to accommodate a range of employment uses as envisioned in City’s OP, and in the future will be connected to the rest of the Headford Business Park through the extension of Vogell Road. The lands represent a significant opportunity to be developed for employment land uses due to factors including size, access and adjacency to the Highway 404 goods movement corridor. Introducing residential uses on the subject property as proposed by the landowner would significantly alter the employment context of the subject lands and the lands within the broader Headford Business Park. For these reasons, the proposed conversion request should not be supported.

Location:



#127 - Upper City Corporation

Landowner:	Upper City Corporation
Municipal Address(es)/Legal Description:	1751 19 th Avenue
Geographic ID (refer to Map 1 of SPRRS.20.003):	#127

Analysis:

The subject property has a total land area of approximately 16 hectares and is located within the North Leslie Secondary Plan Area. Approximately 4 hectares of the total site area is proposed for conversion and are designated Office in the North Leslie Secondary Plan. The Office lands are central to the property with frontage onto 19th Avenue, and are surrounded by lands within the Greenbelt Plan Area and lands within the Natural Heritage System identified within the North Leslie Secondary Plan.

The lands proposed for conversion are located at the southwest corner of 19th Avenue and Highway 404, and are presently vacant. The “Office” designation permits office and major office as primary uses, as well as ancillary institutional, retail and services uses related to the primary office uses. Residential uses are not permitted in the “Office” designation of the North Leslie Secondary Plan.

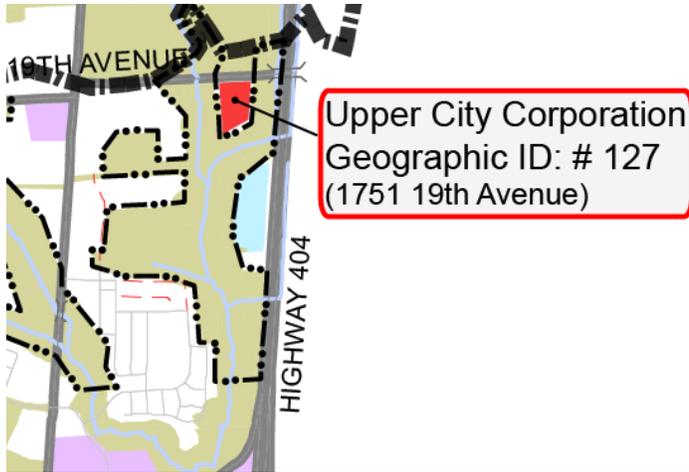
The lands proposed for conversion are located in close proximity to the Highway 404 goods movement corridor and are buffered to the west by the Natural Heritage System in North Leslie. To the west of the Natural Heritage System are lands designated for Medium Density Residential, Low Density Residential and lands designated Employment Corridor which are also proposed for conversion through the Region’s MCR as described in SRPRS.20.003 (see ID# 40.1 and 41.1). In addition, a future highway interchange is proposed at 19th Avenue and Highway 404. This interchange would support the viability of the lands presently designated for Office uses by providing access and exposure to the Highway 404 corridor.

Staff note that the North Leslie Secondary Plan Area, which includes the subject property, has a long history of adjudication at the OMB. The OMB has issued multiple decisions respecting the land use permissions in North Leslie, including most recently Decisions that were issued in March 2010 and February 2012 which include the subject property. In its Decision respecting the subject property (issued on February, 2 2012), the OMB denied residential use permissions on the property, and found that a mixed-use designation was not appropriate for the lands. Alternatively, the OMB approved an “Office” designation on the property, finding that it was an appropriate designation as a primary use for the lands.

Through the Region’s MCR, the landowner is requesting that the lands designated “Office” on its landholdings be converted to expand the list of permitted uses on the property to include high-density residential and/or mixed-use development. Unlike the properties at 1521 and 1581 19th Avenue which are also proposed for conversion, the subject lands are much larger and strategically located along Highway 404. Similar to the City’s designated employment lands that abut the Highway 404 corridor to the south, the subject property benefits from being strategically located along a major goods movement corridor. The Growth Plan directs that municipalities designate and preserve lands located near or adjacent to major goods movement facilities and corridors as areas for manufacturing, warehousing and logistics. While the North Leslie Secondary Plan does not explicitly permit manufacturing, warehousing and logistics on the subject property, the major office and office use permissions on the property continue to be appropriate land use permissions given the site’s strategic location along Highway 404. Through the City’s Official Plan update process, additional land use permissions for this area may be considered.

With respect to the Region’s conversion criteria, the proposed conversion passes some of the Region’s criteria. However, given that the lands are in close proximity to the Highway 404 goods movement corridor and have good visibility to the highway, the proposed conversion request should not be supported.

Location:



#111 - Parkway Hotels and Convention Centre Inc.

Landowner:	Parkway Hotels and Convention Centre Inc.
Municipal Address(es)/Legal Description:	Multiple properties (Northeast corner of Highway 7 and Leslie Street)
Geographic ID (refer to Map 1 of SPRRS.20.003):	#111

Analysis:

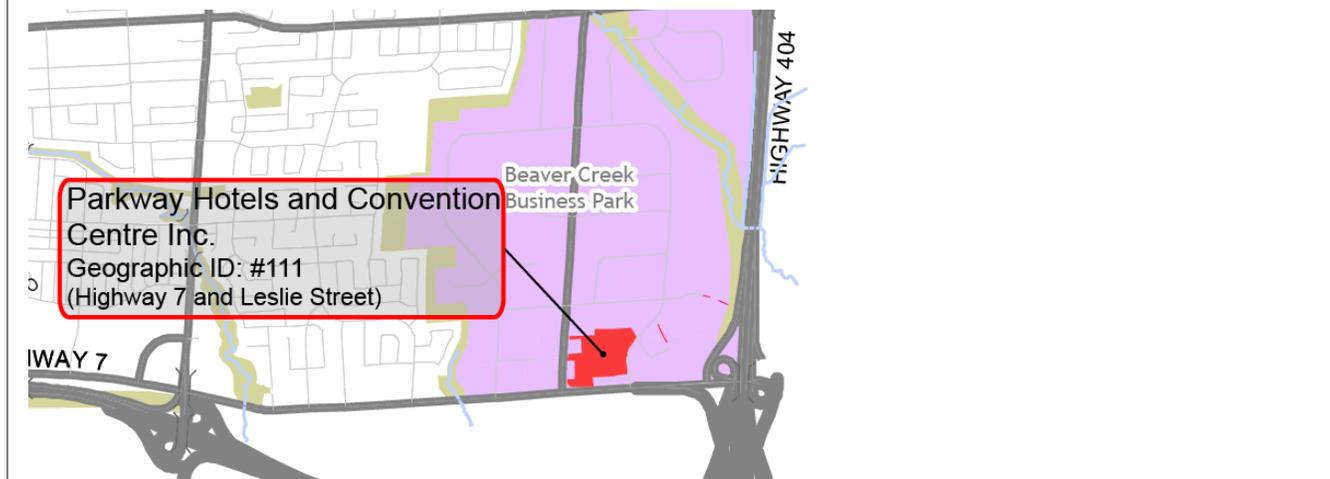
The subject lands have a total land area of approximately 7.59 hectares and are located within the southern portion of the Beaver Creek Business Park. The lands are presently designated Employment Corridor and Employment Area in the City’s 2010 Official Plan.

Through the Region’s MCR, the landowner has requested that its landholdings be converted to permit mixed use development in recognition of the existing residential uses that exist within the southern portion of the Beaver Creek Business Park, the site’s proximity to the VIVA bus rapid transit along Highway 7, and the site’s location within an identified Major Transit Station Area.

The City’s OP sets out a site-specific exception (Exception 6.1(3)) on the lands that are presently occupied by the Sheraton Parkway Hotel located at the northeast corner of Highway 7 and Leslie Street. Exception Policy 6.1(3) of the City’s OP is in effect as it applies to the subject lands, and permits residential apartment uses where there are existing hotel uses provided they are integrated vertically within a hotel building.

With respect to the Region’s conversion criteria, staff note that the proposed conversion meets some of the Region’s conversion criteria. In addition, this site-specific request is located within a broader area of the Beaver Creek Business Park along Highway 7 that has been identified by the City as a candidate for a municipally initiated conversion through the Region’s MCR. Supporting rationale for the City’s municipally-initiated request for conversion is also applicable to this site specific request and is provided in Part 3 of Appendix C. (See MIC-Area #2)

Location:



#153 - Carefirst Seniors and Community Services Association

Landowner:	Carefirst Seniors and Community Services Association
Municipal Address(es)/Legal Description:	9893 Leslie Street
Geographic ID (refer to Map 1 of SPRRS.20.003):	#153

Analysis:

The subject lands have a total land area of approximately 0.41 hectares and are located within the Headford Business Park on the east side of Leslie Street and south of Major Mackenzie Drive East. The lands are presently designated Employment Area in the City’s 2010 Official Plan.

The current uses on the property include health-related services that are operated by Carefirst Seniors and Community Services Association (“Carefirst”). Carefirst is described as a non-profit charitable community care services organization which primarily serve seniors and others in need by providing a broad spectrum of community, social and health-related services.

Through the Region’s MCR, the landowner has requested that its landholdings be converted to permit a mixed employment/institutional building on the property which, among other matters, would include medical office, pharmacy, elderly person centre for social gatherings, office uses and a long term care facility. Moreover, the landowner has described the proposed long-term care facility as an “institutional” use.

With respect to the City’s Official Plan, Staff note that there is clear policy direction in the City’s OP that provides and certainty on where Long Term Care Facilities are permitted in Richmond Hill. Specifically, the City’s OP permits long-term care facilities within the Centres and Corridors and on lands designated “Neighborhood” provided that the site has frontage onto an arterial street. These facilities are not permitted within the City’s employment areas as-of-right due to their sensitivity and incompatibility with industrial facilities and associated emissions (e.g. odor, noise, vibration, particulates, dust etc.)

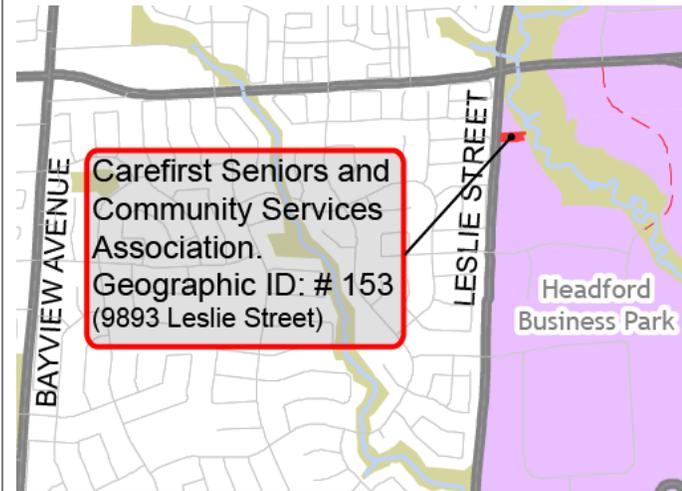
With respect to the applicant’s request for medical office, pharmacy and office-related uses, the City’s OP permits office uses within the employment area. The City’s OP limits commercial and retail uses within the Employment Areas to “accessory retail” and/or “ancillary commercial” uses. “Accessory retail” generally includes retail that is integrated with an industrial or office development, and which allows for limited sales of goods manufactured, processed, or assembled on site that occupy a limited portion of floor area in a building. “Ancillary commercial” generally includes small-scale retail and commercial uses that primarily serve the business function of employment lands. Similar to “accessory retail” uses, “ancillary commercial” uses are not permitted in standalone buildings and must be integrated with an industrial or office development.

As noted above, long-term care facilities are a sensitive land use which may give rise to compatibility issues where they are located in proximity to industrial uses on employment lands. The Growth Plan (2019) directs municipalities to plan for employment areas within settlement areas by, among other matters, prohibiting or limiting residential uses and other sensitive land uses that are not ancillary to primary employment uses. Locating sensitive land uses within employment lands can significantly impact existing employment uses by limiting their ability to expand due to impacts of compatibility with sensitive land uses. Locating sensitive land uses within employment areas can also hinder prospective businesses from locating in an employment area due to land use conflict and compatibility issues from that may arise from encroachment. The Province directs approval authorities to apply its compatibly guidelines so as to prevent or minimize land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another.

Notwithstanding the foregoing, in evaluating the proposed conversion, Staff note that the request meets most of the Region’s conversion criteria. In addition, this site-specific request is located within a broader area of the Headford Business Park affecting lands on the east side of Leslie Street, south of Major Mackenzie Drive and generally north of the Staples head office building that has been identified by the City as a candidate for a municipally initiated conversion through the Region’s MCR. Supporting rationale for the City’s

municipally-initiated request for conversion is also applicable to this site specific request, and is provided in Part 3 of Appendix C. (See MIC-Area #3)

Location:



#156 - Crestpoint Real Estate (YYC) Inc.

Landowner:	Crestpoint Real Estate Inc.
Municipal Address(es)/Legal Description:	100 & 115-140 York Boulevard
Geographic ID (refer to Map 1 of SPRRS.20.003):	#156

Analysis:

The subject lands have a total land area of approximately 2.65 hectares and are located within the southern portion of the Beaver Creek Business Park. The lands are presently designated Employment Corridor in the City’s 2010 Official Plan.

Through the Region’s MCR, the landowner has requested that its landholdings be converted to permit mixed use development in recognition of the site’s proximity to the VIVA bus rapid transit along Highway 7, and its location within an identified Major Transit Station Area.

With respect to the Region’s conversion criteria, staff note that the proposed conversion meets some of the Region’s conversion criteria. In addition, this site-specific request is located within a broader area of the Beaver Creek Business Park along Highway 7 that has been identified by the City as a candidate for a municipally initiated conversion through the Region’s MCR. Supporting rationale for the City’s municipally-initiated request for conversion is also applicable to this site specific request and is provided in Part 3 of Appendix C (See MIC-Area #2).

Location:



Part 3: Analysis of Proposed Municipally Initiated Employment Conversion Requests

1. MIC-Area #1 - Newkirk GO Station (Lower Newkirk)

Landowner:	Multiple Private Landowners
Municipal Address(es):	6, 10 and 89 Newkirk Road; 254 and 280 Centre Street East; and 426 Major Mackenzie Drive East
Geographic ID (refer to Map 1 of SRPRS.20.003):	MIC-Area 1

Analysis:

Lower Newkirk is suggested as a potential candidate site for conversion in order to “square out” the Local Development Area designation to include the lands on the north side of Major Mackenzie Drive East, east of the CN Rail corridor and provide further opportunities for mixed use transit-oriented development. This request responds to Council’s Motion dated November 20, 2019 whereby City Staff were directed to investigate employment land conversion in certain parts of the Newkirk Business Park (refer to Appendix D of SRPRS.20.003). In addition, the request is also compatible with Council’s June 25, 2019 direction which directed to the Region that the area surrounding the Newkirk GO Station be identified as a Major Transit Station Area.

Presently, the majority of the lands in this area are designated “Employment Corridor” along the Major Mackenzie Drive East frontage and encompass a large portion of the existing GO Station parking lot owned by Metrolinx, as well as lands designated “Employment Area” which encompass the lands that are interior to the business park at Centre Street. Under the proposed conversion request, the lands bounded by the CN Rail corridor to the west, Centre Street to the north, the lands designated Neighborhood to the east and Major Mackenzie Drive to the south could be converted to Local Development Area (LDA) and form part of the Newkirk LDA through the City’s OP Review process.

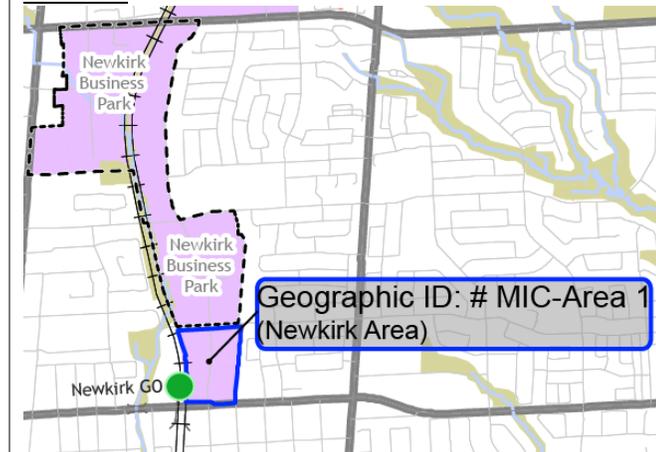
With respect to the Region’s criteria, there are a number of principle factors that support a conversion at this location as follows:

- Criteria 1 – the subject lands are not located in any of the employment areas listed in this criteria where conversions are prohibited
- Criteria 2 – Permitting a mix of land uses on the subject properties is compatible with surrounding development. The lands immediately to the east of the lands proposed for conversion are designated Neighborhood and encompass lands belonging to Walter Scott Public School and single-detached dwellings along Gentry Crescent. Lands to the south and west are designated Local Development Area, and presently support a mix of existing high-density residential apartment uses and single-detached dwellings along the south side of Major Mackenzie Drive East.
- Criteria 5 – Permitting sensitive uses at this location would not adversely affect the overall viability of the surrounding Newkirk Business Park. The Newkirk Business Park is unique as it is the City’s oldest business park and it is surrounded by residential uses on either side. East of Newkirk Road are residential uses in the form of single-detached dwellings, which developed generally in the mid-to-late 1950’s. West of Newkirk Road and the CN Rail corridor are high-density residential apartment uses, which generally were developed in the late 1980’s. Historically, the employment lands within Newkirk were established in close proximity to the CN Rail corridor, with primary access granted from Newkirk Road. This is in keeping with traditional development patterns of older industrial areas, which historically have been developed around rail corridors. Given the surrounding sensitive land uses to the east and west which form part of the existing context, the employment functions of the Business Park have generally remained viable and have not been adversely affected.
- Criteria 6 - There is existing infrastructure and public service facilities to accommodate the subject lands as a candidate site for conversion.

- Criteria 8 - Approximately 10.2 ha (67 percent) of the total land area proposed for conversion is presently occupied by surface parking associated with the Richmond Hill GO Station. A conversion of the subject lands to allow for non-employment uses would:
 - Not likely hinder the operation or expansion of existing or future businesses located along Newkirk Road, north of Centre Street East any more so than the existing residential uses in the area already do;
 - Not hinder the ability to maintain lands north of Centre Street East for employment purposes over the long term, given that Centre Street provides a clear demarcation of land use and separation;
 - Not hinder the ability to attract a broad range of employment opportunities and maintaining clusters of business and economic activities throughout the remainder of the Newkirk Business Park on those lands that would remain designated for employment. In fact, the opportunity for a mix of land uses in this area may capitalize on the proximity to the existing GO Station and attract more high job yielding business to the area as part of the City’s desire to gentrify the business park;
 - Be appropriately buffered by Centre Street East to the north including the lands designated for employment that are situated north of this road;
 - Would allow for a mix of uses that could complement the existing residential, institutional, and employment land uses surrounding the subject lands, and
 - Would allow for the overall area to exceed the minimum density target of 150 residents and jobs per hectare that is prescribed in the Growth Plan for GO Station areas that are on a priority transit corridor, should this area become one in the future when the Richmond Hill GO line becomes a Regional Express Rail line.
- Criteria 9 – There are no cross-jurisdictional issues affecting these lands which require specific consideration.
- Criteria 10 – The conversion of the subject lands to allow for non-employment uses would be compatible with the high-density residential apartment uses and park to the west of the CN Rail corridor, the existing employment uses north of Centre Street East, and the existing public school and single-detached dwellings immediately to the east.
- Criteria 11 – Conversion of the subject lands would not compromise the Region’s and/or City’s supply of large sized employment area sites. The subject lands proposed for conversion have an estimated total land area of 10.2 ha, however 67% of the lands are presently occupied by surface parking which serves the Richmond Hill GO Station. According to the Region’s Employment Survey (2017), the lands presently occupied by the GO surface parking lot yield a total employment of two (2) jobs, which presently is not an effective use of the employment lands.

Furthermore, it should be noted that as part of the Province’s plan to increase housing supply, the Province has an interest in converting GO parking areas to mixed-use areas. This proposed conversion would facilitate that initiative. For these reasons, the proposed conversion request should be supported.

Location:



2. MIC-Area #2 - East Beaver Creek (Highway 7 and Leslie Street)

Landowner:	Multiple Private Landowners
Municipal Address(es):	Multiple properties
Geographic ID (refer to Map 1 of SPRRS.20.003):	MIC-Area 2

Analysis:

The southern portion of the Beaver Creek Business Park is suggested as a candidate site for conversion in recognition of the VIVA bus rapid transit along the Highway 7 Regional Corridor, and the existing high-density residential apartment uses that contextually form part of the area. The lands proposed for conversion by the City are situated in the southern portion of the Beaver Creek Business Park which generally encompass the lands between Leslie Street to the west, Highway 7 to the south, Highway 404 to the east, and East Pearce Street and Norman Bethune Avenue to the north. The lands are designated “Employment Corridor” along the Highway 7 frontage and encompass a large portion of the existing restaurant campus located at 125-165 York Boulevard. North of York Boulevard, and south of East Pearce Street and Norman Bethune Avenue, the lands are designated “Employment Area” and encompass lands that are interior to the business park. The lands presently function as a highly mixed use area consisting of a range of office, residential, retail and commercial uses. Presently, there are 634 residential units with approval in place for 616 additional units. The area is also home to 3 major office buildings (including City Hall) 3 hotels, numerous restaurants and other retail uses. With the existing mix of uses, this area might be one of the City’s most complete communities notwithstanding the lack of community services necessary to support the residential community.

The City is aware of two site-specific conversion requests within the area proposed for conversion by the City. They include a request by Parkway Hotel and Convention Centre Inc. located at the northeast corner of Highway 7 and Leslie Street (refer to Geographic ID #111 on Map 1), and a request by Crestpoint Real Estate Inc. located at 100 & 115-140 York Boulevard (refer to Geographic ID #156). Each request seeks a site-specific conversion to allow for mixed-use development on the property.

Under the City’s proposed conversion request, the lands bounded by Leslie Street to the west, East Pearce Street and Norman Bethune Avenue to the north, Highway 404 to the east and Highway 7 to the south could be converted and redesignated to a mixed-use designation. Norman Bethune Avenue and East Pearce Street would form an appropriate boundary given the residential development that fronts onto Norman Bethune Avenue today. These streets also form a clearly recognizable and defined physical feature within which to frame a mixed use designation. The mixed-use designation would support a broad range and mix of land uses in a compact, pedestrian-friendly and transit-oriented built-form and would be supported by the existing bus rapid transit along Highway 7. Staff note that there is an existing bus rapid transit stop at the intersection of East Beaver Creek Road and Highway 7, which is within a 500-800 metre walking distance to the lands proposed for conversion. If converted, office and major office uses would continue to be permitted uses under a future mixed-use designation; but this area could also support the addition of retail, institutional, and residential development as well, providing for a more compact complete community.

Presently, these lands are identified in the Province’s mapping as Provincially Significant Employment Zone. As such, the permission for mixed-use development will need to be supported at both the Regional and Provincial levels through the Region’s MCR process.

With respect to the Region’s criteria, there are a number of principle factors that support a conversion at this location as follows:

- Criteria 1 – the subject lands are not located in any of the employment areas listed in this criteria where conversions are prohibited

- Criteria 5 - Non-employment uses would not adversely affect the overall viability of the surrounding Beaver Creek Business Park any more than the existing uses already do. In the late 1990's, high-density residential apartment uses were approved and developed west of East Beaver Creek Road on the lands municipally known as 9015 and 9017 Leslie Street. These two apartment condominium buildings yield approximately 433 residential apartment units, despite their location within the employment area. In 2006, the OMB approved a site-specific development on the lands known as Part of Lot 54, Plan 65M-2104 and Part 1 on Plan 65R-31088 located on the east side of East Beaver Creek Road, north of Highway 7. These lands are reflected in the Richmond Hill OP as Exception Area #2, and allow for a total of 818 residential apartment units on the site. The residential apartment uses have not had an adverse affect on the overall viability of the surrounding employment lands that are along the Highway 7 frontage. There are no heavy industrial uses in the area surrounding the residential apartments. However, inclusion of residential uses within the southern portion of the East Beaver Creek Business Park has presented significant challenges for the residents, as there are no supporting community uses or public services facilities (i.e. community centres, libraries, public parks and open spaces) to serve the population of the high-density residential community.

In addition, when Richmond Hill Council adopted the City's Official Plan in July 2010, it allowed for a site-specific exception in the OP (Exception 6.1(3)) on the lands that are presently occupied by the Sheraton Parkway Hotel located at the northeast corner of Highway 7 and Leslie Street. The OMB issued an Order in April 2012 partially approving the OP, which brought into effect Exception 6.1(3) as it applies to the subject lands, recognizing that an established residential apartment community already existed in proximity to the site and along Highway 7. Exception 6.1(3) of the City's OP permits residential apartment uses where there are existing hotel uses, provided they are integrated vertically within a hotel building. The conversion of the subject site to allow for non-employment uses on the lands would be compatible with the already established residential apartment uses to the west and north, and the proposed residential/hotel use permissions on the Sheraton Parkway hotel lands. Staff note however that such a use would compound the need for amenities to serve the residential population in the area.

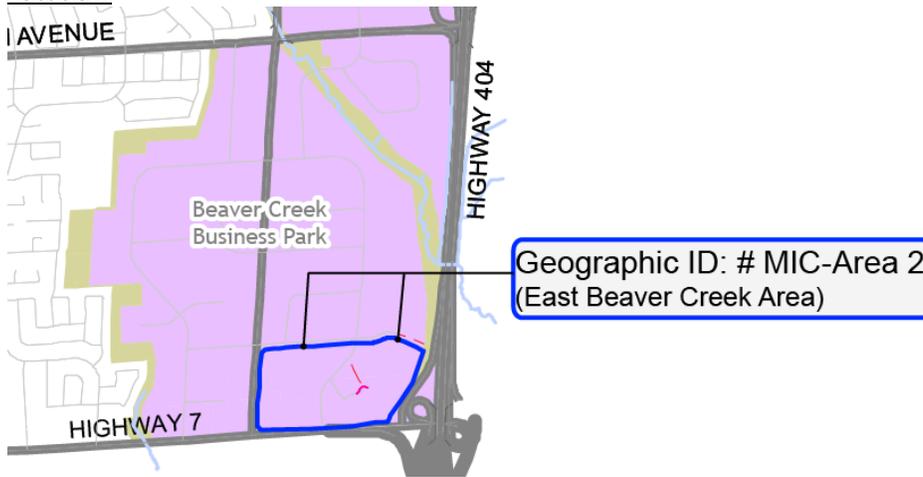
- Criteria 6 - There is existing infrastructure and public service facilities to accommodate the subject lands as a candidate site for conversion. The proposed change in use complements plans for the redevelopment of Buttonville and also complements existing uses in Markham such as the Seneca College campus east of the subject site. By planning for this area as a mixed use area any lacking community services can be proactively planned to support new development. Furthermore, providing this mixed-use node provides overall vibrancy to the remaining employment areas that surround this node.
- Criteria 8 - A conversion at this location would not destabilize or adversely affect the current or future viability or identity of the Beaver Creek Employment area. High-density residential apartment uses form part of the existing context in the area south of East Pearce Street and Norman Bethune Avenue. Once the lands approved for high-density residential uses located at the southeast corner of East Beaver Creek Road and Norman Bethune Avenue (Part of Lot 54, Plan 65M-2104 and Part 1 on Plan 65R-31088, municipally known as 75 Norman Bethune Avenue) are fully built, the area proposed for conversion will house an estimated 1,250 residential units (equal to an estimated 2,500 persons). A mixed-use designation would be more appropriate for the area in order to allow for a range and mix of uses to support the area as a complete community.

Specifically, a conversion of the subject lands to allow for non-employment uses would:

- Not hinder the operation or expansion of existing or future businesses located along East Beaver Creek and south of East Pearce Street and Norman Bethune Avenue as there are already existing residential uses which contextually form part of the area;

- Not hinder the ability to maintain lands north of East Pearce Street and Norman Bethune Avenue for employment purposes over the long term. East Pearce Street and Norman Bethune Avenue would serve as a logical boundary separating a Regional Mixed-Use Corridor designation to the south and Employment Area to the north;
- Not hinder the ability to attract a broad range of employment opportunities and maintaining clusters of business and economic activities throughout the remainder of the East Beaver Creek Business Park on lands that would remain designated for employment; and
- Be appropriately buffered by East Pearce Street and Norman Bethune Avenue to the north including the lands designated for employment that are designated north of these roads.
- Criteria 9 - There are no cross-jurisdictional issues affecting the lands which require specific consideration. The proposed change in use complements plans for the redevelopment of Buttonville and also complements existing uses in Markham such as the Seneca College Campus east of the subject site, as the site in the future could provide residence and/or amenities for the college students. Furthermore, providing this mixed use node provides overall vibrancy to the remaining employment areas that surround this node.
- Criteria 10 – The conversion of the subject lands to allow for non-employment uses would be compatible with the high-density residential apartments that already exist in the area (9015 and 9017 Leslie Street, and 75 Norman Bethune Avenue). Moreover, Exception Policy 6.1(3) of the City’s OP includes a site-specific exception for the lands that are presently occupied by the Sheraton Parkway Hotel to allow the integration of residential apartments with the existing hotel use.

Location:



2. MIC-Area #3 – Leslie Street south of Major Mackenzie Drive (9843, 9853, 9861, 9875, 9893, 9901 and 9947 Leslie Street)

Landowner:	Multiple Private Landowners
Municipal Address(es):	Multiple properties (9843, 9853, 9861, 9875, 9893, 9901 and 9947 Leslie Street)
Geographic ID (refer to Map 1 of SPRRS.20.003):	MIC-Area 3

Analysis:

The area encompassing the east side of Leslie Street, south of Major Mackenzie Drive and north of the Staples head office building is suggested as a candidate site for conversion in recognition of the existing mix of office, commercial, retail, residential and institutional uses that presently exist in the area. The lands affected include the properties municipally known as 9843, 9853, 9861, 9875, 9893, 9901 and 9947 Leslie Street (the “subject lands”) and are situated in the Headford Business Park. The lands occupy a total area of approximately 3.0 hectares.

The subject lands are designated “Employment Area” in the City’s Official Plan, however staff note that the area presently functions as a mixed-use area with a mix of commercial, retail, office and institutional uses. Under the current site-specific zoning permissions, industrial uses are permitted as well as small-scale commercial, retail, office and institutional uses. While the commercial and retail uses listed under the current zoning by-law are generally permitted in the City’s OP as accessory uses to a primary employment use, the existing institutional uses in the area (i.e. private schools, Montessori’s and places of worship) are not permitted. Many of the institutional uses in the area are well-established and form a coherent cluster of institutional development. Moreover, the City is aware of a site-specific conversion request for 9893 Leslie Street (refer to Geographic ID #153) which seeks permission for a mix of uses including the establishment of a long-term care facility.

The size of properties in the area proposed for conversion range from 0.2 hectares to 0.9 hectares, with an average parcel size of 0.4 hectares. Given the size and context of the subject lands, traditional employment uses such as industrial, manufacturing, and warehousing are unlikely to be developed. To facilitate the continued use and possible expansion of the institutional uses on the subject lands, an employment land conversion is required.

At present, the subject lands are identified in the Province’s mapping as Provincially Significant Employment Zone. As such, the permission to redesignate the lands will need to be supported at both the Regional and Provincial levels through the Region’s MCR process. Under the City’s proposed conversion request, the lands could be redesignated to a mixed-use designation to recognize and permit the existing mix of commercial, retail and institutional uses in the area. The lands however would not form part of the Region’s supply of designated employment lands that are to be identified in the Regional Official Plan.

With respect to the Region’s conversion criteria, there are a number of principle factors that support a conversion at this location as follows:

- Criteria 1 – the subject lands are not located in any of the employment areas listed in this criteria where conversions are prohibited.
- Criteria 5 - Non-employment uses in the area proposed for conversion would not adversely affect the overall viability of the surrounding Headford Business Park any more than the existing mix of uses already do. There are a number of existing institutional uses in this part of the Headford employment area that have been in operation for several years. These uses have not had an adverse affect on the viability of the remaining employment uses in Headford.

- Criteria 6 – There is existing infrastructure and public service facilities to accommodate the subject lands as a candidate site for conversion.
- Criteria 8 - A conversion at this location would not destabilize or adversely affect the current or future viability of the Headford Employment area. A mix of commercial, office and institutional uses already form part of the existing context on the subject lands. In addition, the lands are buffered by the Rouge River watercourse and valley lands to the north and east which limit the area’s exposure to Highway 404. A redesignation would be appropriate in order to recognize the unique context of the area and the expansion of the existing mix of commercial, retail and institutional uses that are already well-established in the area.

Specifically, a conversion of the subject lands to allow for non-employment uses would:

- Not hinder the operation or expansion of existing or future businesses located along this segment Leslie Street as there are already existing non-employment uses which contextually form part of the area;
- Not hinder the ability to maintain lands south of the subject lands for employment purposes over the long term;
- Not hinder the ability to attract a broad range of employment opportunities and maintaining clusters of business and economic activities throughout the remainder of the Headford Business Park on lands that would remain designated for employment;
- Criteria 9 - There are no cross-jurisdictional issues affecting the lands which require specific consideration.
- Criteria 10 – The conversion of the subject lands uses would be compatible with the existing surrounding uses in the employment area and the residential uses on the west side of Leslie Street.

Location:

