

Mundo, Iyana

From: Marianna Grasso <marianna@casupport.ca>
Sent: Monday, September 15, 2025 1:38 PM
To: Clerks Public
Cc: Alan Goldberg; Rachel Lam
Subject: consideration letter re 2833 16th Avenue
Attachments: Buttonville_Sept.15.pdf

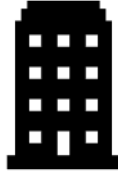
Importance: High

You don't often get email from marianna@casupport.ca. [Learn why this is important](#)

CAUTION: This email originated from a source outside the City of Markham. DO NOT CLICK on any links or attachments, or reply unless you recognize the sender and know the content is safe.

Please see the attached consideration letter re 2833 16th Avenue.

Regards,
Marianna



York Region Condominium No. 646
Markham Woods Business Centre
305 to 345 Renfrew Drive
Markham, ON
L3R 9S7

September 15, 2025

BY EMAIL clerkspublic@markham.ca

Development Services Committee
c/o City of Markham Clerk's Department
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

Attn: Council Members of Committee

**Re: Development Services Committee Meeting – September 16, 2025
Item 9.1 - City Staff Recommendations Report - File PLAN 23 128636
CF/OT Buttonville Properties Inc. - 2833 16th Avenue (Ward 2)
City of Markham, Region of York**

Dear Sir or Madame:

We write on behalf of the York Region Condominium No. 646, located at 305 to 345 Renfrew Drive. Markham Woods Business Centre ('MBC') is a well-established 'low-rise' office campus, built in 1987, which is located directly east of the proposed redevelopment.

As initially filed, our October 6, 2023 letter submission is attached as Appendix 'A'. We continue to express our concerns with this proposed redevelopment of the former Buttonville Airport lands.

We offer the following comments and requests for the Committee's consideration.

Planning Applications May Contravene the *Planning Act* & Fail the PPS 2024

Procedurally, planning applications cannot contravene the *Planning Act* and must be consistent with the Provincial Planning Statement ('PPS 2024'). The definition of "area of employment" in the Ontario *Planning Act* was changed under *Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023*. The change to the definition of came into force on October 20, 2024, about when the PPS 2024 came into effect.

The Statutory Public Meeting for these applications was held October 10, 2023, before these new provincial policies and regulations came into effect. Therefore, these planning applications may now contravene the *Planning Act* and fail the PPS 2024 for the following reasons:

"Area of Employment" now means an area of land designated in an official plan for clusters of business and economic uses, supporting specifically industrial park uses such as:

- Manufacturing uses, with uses related to research & development connected with manufacturing.
- Warehousing uses, including movement of goods.
- Retail and office use, only if associated with the primary employment uses and facilities ancillary to the above.

The following business park uses are not permitted as part of an industrial park:

- Freestanding commercial uses, including office and/or retail uses that are not associated with the primary employment uses above are not permitted.
- Institutional uses.

These land use distinctions per the *Planning Act* and the PPS 2024 now reinforce the importance and value of land use compatibilities.

This Official Plan Amendment proposes to eliminate the need for a Secondary Plan, which if undertaken, could better mitigate the functional and design implications of the interface of this large-scale industrial redevelopment proposal as it relates to adjacent well-established office and institutional uses that are part of this business community.

Large Scale Industrial Functions & Land Use Compatibility

Land use compatibility is an important principle of good planning, as acknowledged by the provincial planning framework. When measured against the extensive large scale industrial land use functions that this proposal represents, nearby and adjacent office functions will suffer from adverse effect where for example, noise will be exacerbated through the proposed poor land use and urban design.

As an example of the failure of this proposal, the Noise Study undertaken by the proponent reads, *“The various office buildings in the surrounding employment lands are not considered as noise sensitive.”* (*Gradientwind - Stationary Noise Assessment – November 13, 2024*) This approach is unacceptable and not consistent with the value of good land use compatibility.

In looking at the noise report’s ‘Figure 4: Daytime Noise Contours’, it is clear that industrial activities associated with loading and unloading, truck idling and movements with related activities can create upwards of 70-80 dB at buildings, but are conveniently excluded when measuring the effect on existing well established office buildings like MBC, adjacent to the to these industrial functions per proposed Building 4.

In review, we request the Committee’s consideration of the following important modifications to the proposed development plans, drawings and conditions to be considered.

The ‘Development Concept Plan’ appears as Figure 4 in the Staff Report, and is attached as Figure 1 herein. Building 4 is located along Renfrew Drive, directly opposite MBC.

The proposed orientation of configuration of Building 4 is unacceptable as proposed.

As proposed, all of Building 4's industrial functions including a multitude of loading bays, and supporting outdoor trailer storage areas, with truck movements, etc. which will face onto Renfrew Drive and MBC, among others.

This extensive large scale industrial layout as proposed, aggravates land use compatibility and, is a failure in urban design when considering industrial functions. As proposed, the design will contribute to unnecessary noise issues and unsightliness along Renfrew Drive.

By comparison this sensitivity to industrial land use functions, design and compatibility is provided for elsewhere within the 'Development Concept Plan' with inward loading bays and the storage of trailers. In fact, the interface with Highway 404 is treated better than what the current 'Development Concept Plan' proposed as it relates to Renfrew Drive.

This problem is somewhat remedied by flipping the land use functions of proposed Building 4 (per our Figure 2) such that the office or business park portion of the building and vehicular parking and landscaping faces onto Renfrew Drive. The industrial park - warehouse portion and function of the building would then face towards the proposed industrial warehouse campus.

Please copy us on any future public notices, updates, reports, Development Services Committee and Council Agenda related Items, and any Council decision or actions related to the above captioned matter.

We thank-you in advance for your further consideration and co-operation in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to be 'J. Jones', with a long horizontal line extending to the right.

YRCC No. 646 Board

Attachments: Figures 1 and 2

cc. Committee Chair, Regional Councillor J. Jones, City of Markham, jjones@markham.ca

cc. Mayor F. Scarpitti, City of Markham, MayorAndCouncillors@markham.ca

cc. Councillor R. Lau, Ward 2, RitchLau@markham.ca

cc. Regional Councillor A. Ho, alan.ho@markham.ca

cc. YRCC No. 646 owners

FIGURE 2 - REVISED INTERFACE OF BUILDING 4 (BLDG 4) WITH RENFREW DRIVE



October 6, 2023

BY EMAIL clerkspublic@markham.ca

Clerk's Department
City of Markham
101 Town Centre Boulevard
Markham, Ontario
L3R 9W3

Attn: Council & Committee Coordinator

Re: Public Meeting - Development Services Committee – October 10, 2023
Item 4.2 - CF/OT Buttonville Properties Inc. - 2833 16th Avenue
City of Markham, Region of York

Dear Sir or Madame,

On behalf of the York Region Condominium No. 646, located at 305 to 345 Renfrew Drive, we offer the following initial comments regarding the above captioned proposal which involves planning applications for an Official Plan Amendment ('OPA'), Zoning By-law Amendment ('ZBA') and Plan of Subdivision planning applications.

Representing the Condominium Board, we have held an initial owner meeting on this matter and report the following:

- The proposal is vastly different in land use and built form character than the Mixed-Use redevelopment program as presented for this property in the recent past. As the 'Buttonville Airport' lands are unique in the GTA, is the current proposal the best option considering the ongoing population increases and housing crisis in the GTA, given the needs of the Province, Region and City?
- The OPA, ZBA and Plan of Subdivision planning applications includes all of the 'Buttonville Airport' lands. We recommend that the applications be revised to only include the Plan of Subdivision 'Phase One' industrial warehousing portion of the lands at this time. This will provide for future flexibility and Mixed-Use redevelopment options on the remaining 'Buttonville Airport' lands in response to Provincial, Regional and City needs?

- It is not clear how Renfrew Drive applies in terms of the proposed Development Concept. Not only does the Renfrew Drive cul-de-sac serve our offices, it also serves numerous private schools with their own passenger vehicular traffic demands. We recommend that if this project proceeds no heavy vehicle - truck tractor trailer traffic be permitted on Renfrew Drive.
- We request important modification to the Development Concept by re-orienting the industrial warehouse buildings facing Renfrew Drive to place all loading bays internal to the concept plan, as opposed to fronting onto to Renfrew Drive.
- Also, it would be important to better analysis accesses, landscape buffers and built form articulation to improve on the proposed concept plan.
- Given the foregoing, there may be value in undertaking the preparation of a formal Secondary Plan to better facilitate the future planning for this proposal. Given that this proposal appears to be speculative (no known industrial tenants), it would be beneficial to have an overall plan and process to better protect the needs of the existing business park community from the proposed industrial community.

Given the overall significance of this proposal we recommend that there be a series of Public Meeting's to better understand the needs and implications that the proposal will have on our existing business park community. Please note, more information will follow in due course when our owners have had an opportunity to better understand the broader and site-specific implications of this proposal.

We would also appreciate being copied on any future public notices, updates, reports, Development Services Committee and Council Agenda related Items, and any Council decision or actions related to the above captioned matter.

We thank-you in advance for your further consideration and co-operation in this matter.

Sincerely,



YRCC Board

cc. Committee Chair, J. Jones, City of Markham, jjones@markham.ca
cc. Mayor F. Scarpitti, City of Markham, MayorAndCouncillors@markham.ca
cc. Mr. A. Ho, Ward Councillor
cc. YRCC owners