

BUTTONVILLE

Presentation to
Development Services Committee

December 11, 2012



Current Master Plan

- An amenity-rich mixed use setting for 15,300 office jobs
- 3,500 residential units
- Entertainment, retail and restaurant uses (3,200 jobs)
- Convention centre, hotels (100 jobs)
- Total employment for 18,600 people vs. the 5,000 anticipated in the past (some of which may have been traditional industrial)



Essence of the Plan

- A vibrant mix of office, residential and amenity uses, to attract and retain knowledge-driven tenants and employees
- Next generation of urban office environment
- Distinct from the suburban, single use model of the past which was auto-dependant, sterile and lacking amenity
- Live/work & entertainment setting for 24/7 activity
- Sustain Markham's attractiveness to higher density, higher value-added office users, meetings and conventions
- Integrate transit, create solutions to traffic conditions



Opportunity

- One of the prime locations for development in the GTAH
- 170 acres of strategically located, vacant land within the urban boundary
- Surrounded by the largest concentration of creative knowledge jobs in the GTAH
- 400 series highway adjacency and direct routes to economic corridors



Submitted Materials

Original Application (Nov. 2011)

- Vision and Master Plan
- Sustainable Servicing Strategy
- Transportation Strategy
- Draft Official Plan Amendment

Additional Reports (Summer 2012)

- Planning Justification Report
- Market Analysis and Impact Statement (Region Lead)
- Economic and Fiscal Impact Analysis (Region Lead)
- Functional Servicing Report (Draft Plan level)
- Hydrogeological Investigation (Draft Plan level)
- Preliminary Soils Investigation (Draft Plan level)
- Cultural Heritage Impact Statement (Prov. Level)
- Stage 1-2 Archaeological Assessments (Prov. Level)
- Noise Feasibility Study (including Addendum and High Traffic Area Investigation)
- Environmental Impact Statement (comments from TRCA rec'd)
- Rouge River Meander Belt Study (comments from TRCA rec'd)
- Environmental Site Assessments (ESA I, ESA II) – peer review

Economic and Fiscal Impact Key Findings

Redevelopment of Buttonville Airport as proposed will generate:

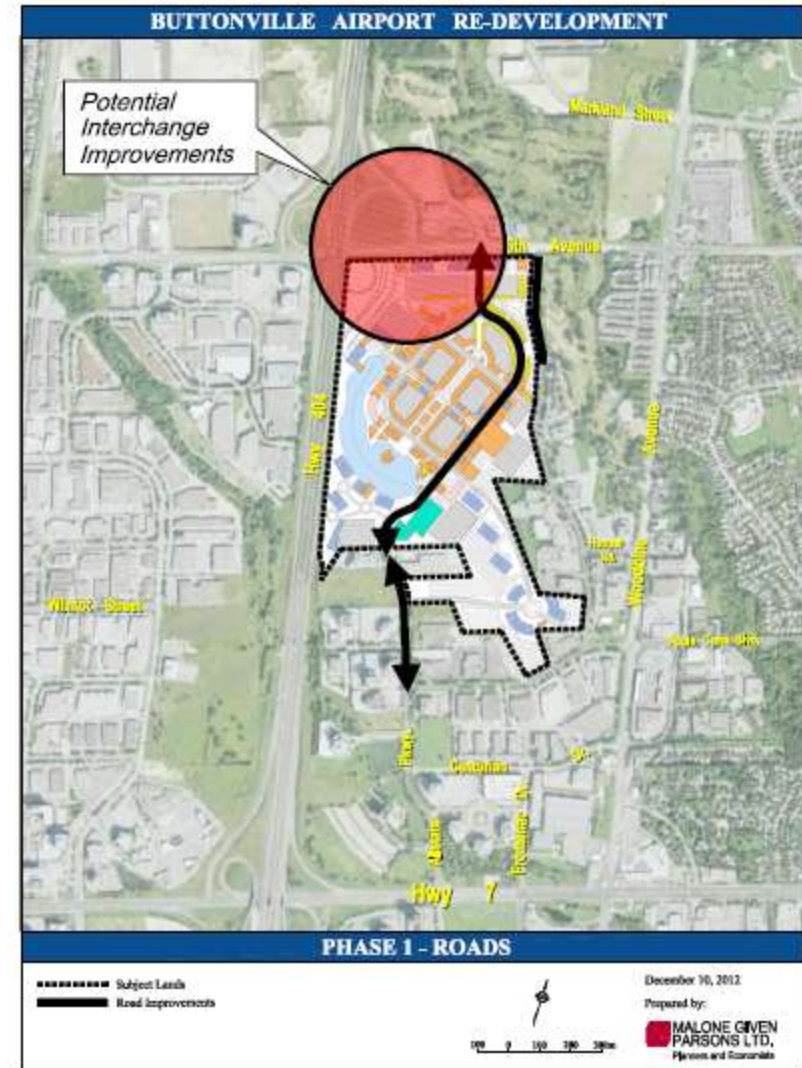
- \$80 million in net DC & other revenues to Markham, \$202 million to York Region
- \$3.6 million annual fiscal surplus to Markham, \$5.1 million to York Region
- \$1.7 billion in construction GDP, for 19,800 person years of employment
- \$1.8 billion in annual labour income at build-out vs. \$0.03 billion for airport (\$0.48 billion if developed as currently envisioned)

Retail Market Study Key Findings

- 1,000,000 sq.ft. mixed use core area of retail, restaurant, service, and entertainment uses is warranted based on market justification and lack of impact;
- Provides an improvement to the level of shopping service and choice available to existing and future residents, employees, and businesses;
- The Market Study addresses the policy tests of both the Region and Markham Official Plans.

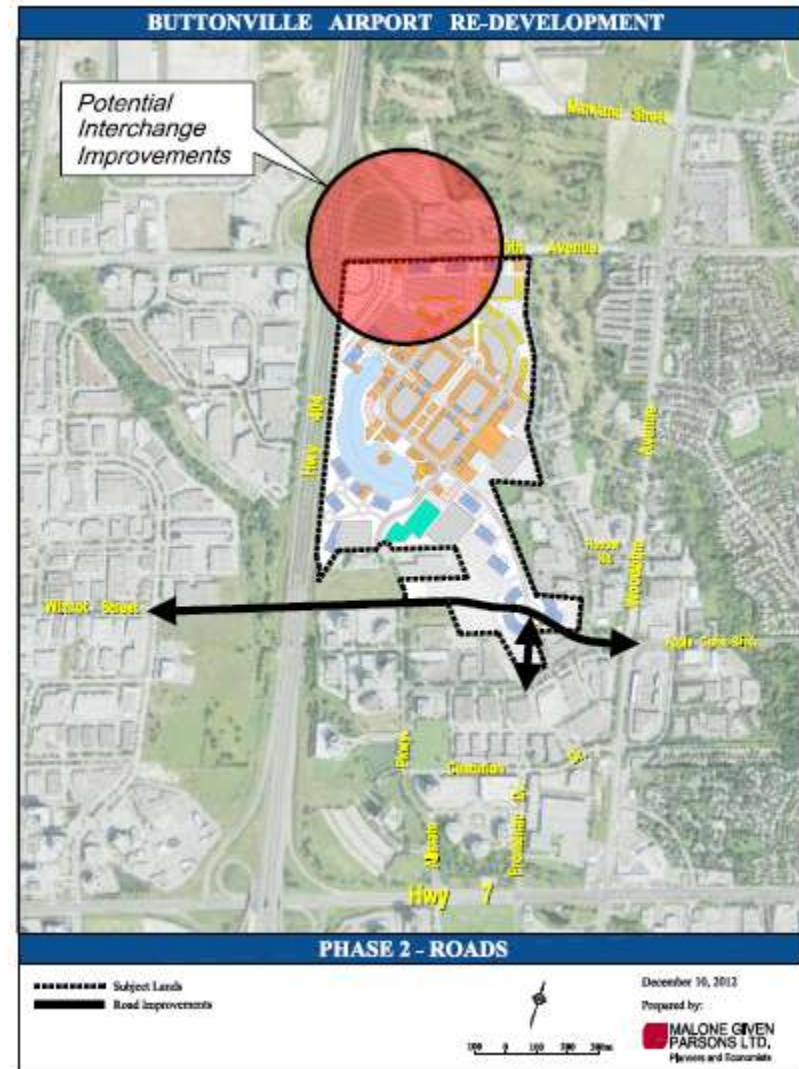
Transportation

- The following Phase 1 Improvements are currently being studied as part of the transportation analysis:
 - Allstate Parkway widening and extension
 - Renfrew Drive extension
 - Highway 404 (northbound off-ramp – PARCLO B) upgrade and connection to site
 - Cachet Woods connection to northbound Highway 404

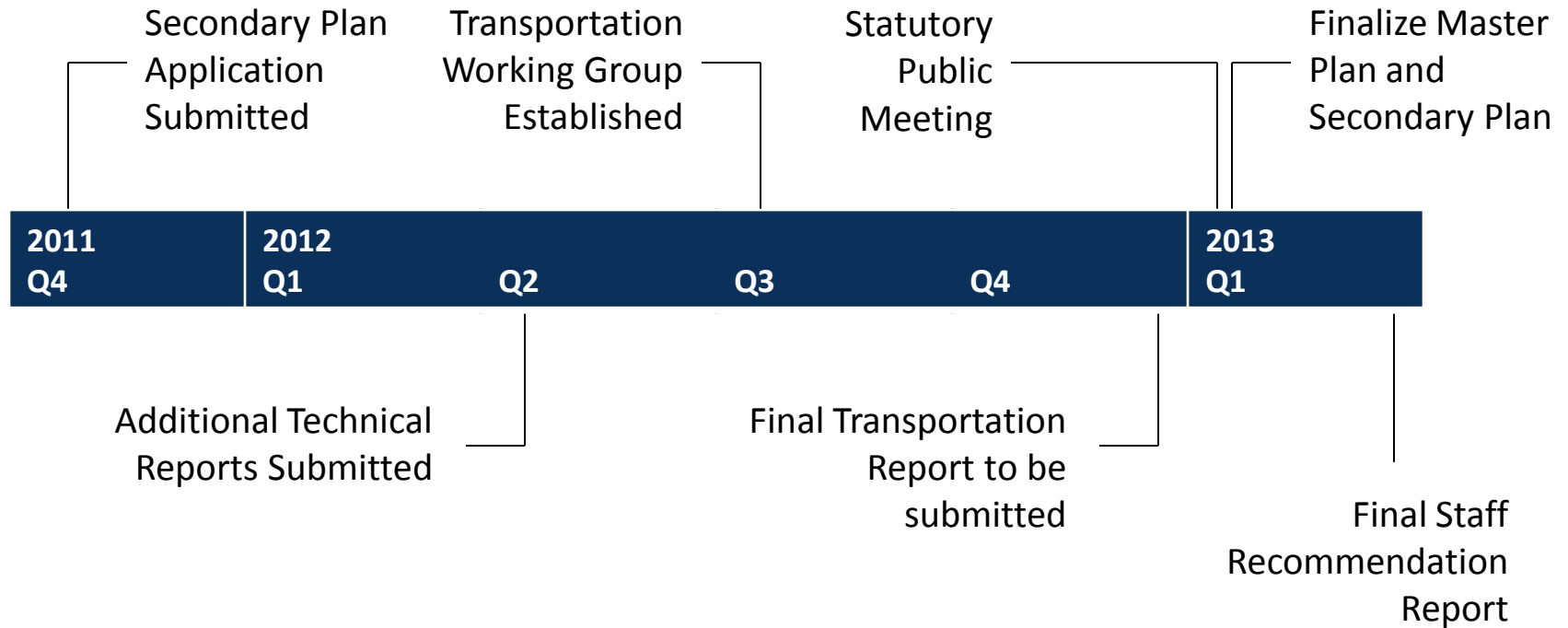


Transportation

- The following Phase 2 Improvements are currently being studied as part of the transportation analysis:
 - New Highway 404 – 16th Avenue Interchange. (PARCLO A)
 - Widening of 16th Avenue by York Region.
 - EA Process to re-start.
 - Interchange issues.
 - Applecreek – Highway 404 Flyover.

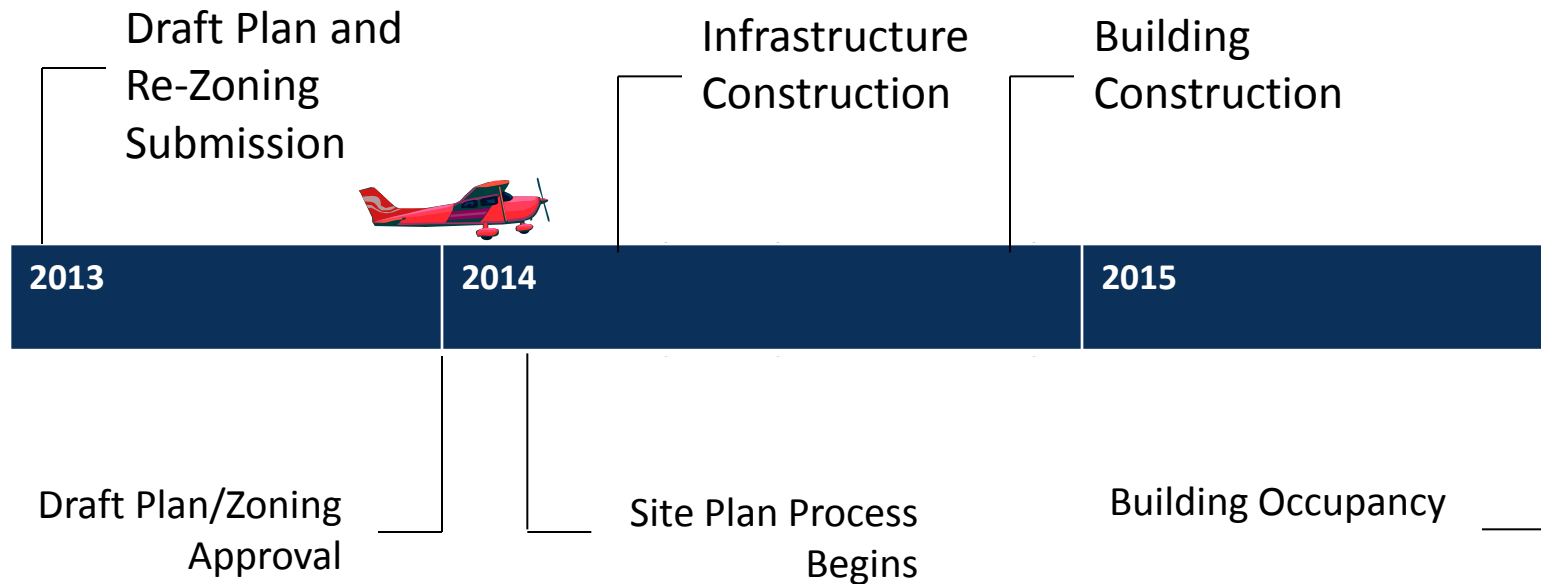


Approval Timelines



*Timing of transportation submissions

Future Targets



Potential Airport Closure

Municipal Process (ongoing)

- Transportation Working Group, timing and multiple interests (Region, City, MTO)
- Feedback or sign-off required on submissions to City/Region
- Submission of Transportation analysis by applicant
- Community Information Meeting (this week)

Environmental Assessment Process

- Integrated with the Planning Process (for Allstate and Renfrew – if required – only)
- Does not need to be completed prior to Secondary Plan
- Municipal EA (lead by CF consultants with full City input)
- Regional and Prov. infrastructure requires separate EA processes

QUESTIONS AND COMMENTS