



Report to: Development Services Committee

Report Date: October 23, 2012

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**SUBJECT:** INFORMATION REPORT  
Application for Official Plan Amendment & New Secondary Plan for the  
Buttonville Airport Redevelopment Proposal  
2833 16<sup>th</sup> Avenue, Markham  
CONC 3 PT LOTS 13-15  
OP 11 115381

**PREPARED BY:** Geoff Day, Senior Planner – West District  
**REVIEWED BY:** Ron Blake, Manager of Development - West District

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**RECOMMENDATION:**

THAT the report dated October 23, 2012, titled, “Information Report: Application for Official Plan Amendment and New Secondary Plan for the Buttonville Airport Redevelopment Proposal, 2833 16<sup>th</sup> Avenue, CONC 3 PT LOTS 13-15 (OP 11 115381)”, be received;

**PURPOSE:**

The purpose of this report is to provide an update on the status of the application for Official Plan Amendment and new Secondary Plan for the Buttonville Airport Redevelopment Proposal. Staff previously reported on this matter to Development Services Committee on June 12, 2012, by way of a report titled “Information Report: Application for Official Plan and Secondary Plan Amendment, Buttonville Airport Redevelopment Proposal.....” The June 2012 report was received by the Committee for information purposes and authorized the scheduling of a Public Meeting subject to the applicant meeting the submission requirements outlined in the report (see Appendix ‘A’)

**BACKGROUND:**

**Subject property and area context**

As identified in Staff’s previous two reports dated January 17, 2012 and June 12, 2012, the following provides contextual background:

- Lands are generally bounded by 16<sup>th</sup> Avenue to the north, Highway 404 to the west, the Rouge Valley and Renfrew Drive to the east and Valleywood Drive to the south;
- Lands are designated ‘Airport’ and ‘Transportation and Utilities’ in the Town’s Official Plan;
- Lands consist of approximately 70 hectares (170 acres);
- Surrounding land uses include:
  - low density employment uses to the south,
  - employment and residential uses to the east,
  - valleylands and employment/commercial uses to the north
  - Highway 404 to the west; and
- Employment uses are located immediately west of Highway 404, in the neighbouring municipality of the Town of Richmond Hill.

**Proposal**

The applicant's proposed redevelopment of Buttonville Airport contemplates the following:

- High density mixed use employment, retail, office, entertainment and residential districts with the following statistics:

*Numbers rounded off*

Use	Ultimate Master Plan floor areas	Phase 1 floor areas	% of total GFA for Phase 1 ICI*	% of Ultimate GFA proposed for Phase 1	Jobs/Population	
					Ultimate	Phase 1
Office/ Major Institutional	4,600,000 ft <sup>2</sup> (427,000 m <sup>2</sup> )	1,703,000 ft <sup>2</sup> (158,200 m <sup>2</sup> )	65.1%	37%	15,300	5,700
Retail	1,000,000 ft <sup>2</sup> (93,000 m <sup>2</sup> )	460,000 ft <sup>2</sup> (42,700 m <sup>2</sup> )	17.6%	46%	2,500	1,200
Hotel	520,000 ft <sup>2</sup> (48,300 m <sup>2</sup> )	376,000 ft <sup>2</sup> (35,000 m <sup>2</sup> )	14.3%	72%	700	500
Convention Centre	75,000 ft <sup>2</sup> (7,000 m <sup>2</sup> )	75,000 ft <sup>2</sup> (7,000 m <sup>2</sup> )	3%	100%	100	100
<b>TOTAL ICI*</b>	<b>6,200,000 ft<sup>2</sup> (576,000 m<sup>2</sup>)</b>	<b>2,614,000 ft<sup>2</sup> (243,000 m<sup>2</sup>)</b>	<b>100%</b>	<b>N/A</b>	<b>18,600 Jobs</b>	<b>7,400 Jobs</b>
<b>Residential</b>	<b>3,219,000 ft<sup>2</sup> (300,000 m<sup>2</sup>)**</b>	<b>1,152,000 ft<sup>2</sup> (107,000 m<sup>2</sup>)**</b>	<b>N/A</b>	<b>37% ➡ of total unit count</b>	<b>3,500 units 7,700 population***</b>	<b>1,280 units 2,800 population***</b>

\*ICI = Industrial/Commercial/Institutional

\*\* based on 900 ft<sup>2</sup> (84m<sup>2</sup>) per unit

\*\*\* based on 2.2 people per unit

- Vision: To create a pedestrian and transit oriented district which offers a wide range of uses and amenities; and,
- Master plan envisions a mixed use core located in the centre of the development with employment (office) and residential uses located primarily along the periphery of the site. A large water feature is proposed adjacent to the mixed use core, along the western edge of the property and adjacent to the Highway 404 transportation corridor.

The applicant is proposing to re-designate the property from "Industrial – Business Park" to "Commercial – Community Amenity Area" in the draft Official Plan Amendment and new Secondary Plan submitted with the application, to facilitate the proposed redevelopment plan. Both

the proposed Official Plan amendment and proposed Secondary Plan amendment will require Region of York approval.

**OPTIONS/ DISCUSSION:****Outstanding reports/studies**

There were twelve (12) studies and reports that remained outstanding at the time Staff drafted the June 12<sup>th</sup> report including:

1. Planning Justification Report;
2. Comprehensive Transportation Study;
3. Market Impact Analysis;
4. Economic Impact Analysis;
5. Comprehensive Development Phasing Strategy;
6. Comprehensive Servicing Study;
7. Environmental Site Assessment (Phase 1 & 2);
8. Environmental Impact Study;
9. Community Amenity Infrastructure Strategy;
10. Comprehensive Parks and Open Space System Strategy;
11. Regional Impact Analysis; and,
12. Economic/Fiscal Impact Analysis

It was identified that pending the submission and preliminary review of the above noted reports and studies, a statutory Public Meeting would be held to provide information to the public and obtain input. Since the June 12<sup>th</sup> Staff report, all but the following studies have been submitted:

<b>Report/Study</b>	<b>Status</b>
(2)Transportation Study	Receiving in Stages
(5)Comprehensive Development Phasing Strategy	Pending Transportation Analysis
(9)Community Amenity Infrastructure Strategy	Pending Transportation Analysis
(10)Comprehensive Parks and Open Space Strategy	Working with applicant on preferred locations and phasing plan(s)

**Transportation Study**

The applicant is submitting the study in stages with the last component due later this month.

Markham, Regional and MTO Staff have to review and comment on both phase 1 and the ultimate full “build out” condition and have agreed in principle to review the analysis in two major stages; being the Macro Analysis and, the Transportation Impact Analysis. The applicant has agreed to participate in a series of Working Group meetings with City, Regional and MTO Staff to help facilitate the review of the study. The purpose of these meetings are to review the study methodology and approach, interim findings and for the three public agencies to provide comments and direction to the applicant during the course of the study.

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The agencies comments/approvals of the transportation study is not anticipated until Q1 - 2013.

#### Comprehensive Development Phasing Strategy & Community Amenity Infrastructure Strategy

As the conclusions derived from the transportation analysis will form the basis for development of both phase 1 and ultimate build out, the submission of the Comprehensive Development Phasing Strategy prior to the full submission of both the Macro and Traffic Operations Analysis, is premature. The provision and phasing of possible community services such as education, public and private recreation facilities, cultural facilities, and other related matters, based on an assessment of future needs is an important component of the plan and will require more detailed ongoing discussions with the applicant.

#### Comprehensive Parks and Open Space Strategy

Since the last information report, Staff have been working with the applicant over required parkland and parkland dedication matters. These discussions culminated in a parkland design working group meeting held on July 27, 2012. At this meeting, City Staff identified the major parkland principles and the City's objectives over parkland and parkland dedication. Further discussions via working group meetings are required in order to achieve the ultimate objective; that of a high quality, vibrant, useable and programmable park system. City Staff and the applicant are engaged in ongoing discussions over the size, location and configuration of parkland and open space areas within the proposed development.

#### **Next Steps**

The following is a list of next steps anticipated to be completed over the course of the next few months:

- Review of submitted reports and studies
- Continued scheduling of working group meetings to work through outstanding matters
- Statutory Public Meeting (target Q1 - 2013), *pending the submission of all outstanding reports and studies*

#### **FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)**

Not applicable.

#### **HUMAN RESOURCES CONSIDERATIONS**

The processing of this application is being supported by a dedicated City staff position funded by the developer.

#### **ALIGNMENT WITH STRATEGIC PRIORITIES:**


The proposed redevelopment of Buttonville Airport will be considered within the context of the City's Strategic Priorities: Growth Management; Transportation/Transit; Environment; Municipal Services; Parks, Recreation, Culture and Library Master Plan and Public Safety; and Diversity.

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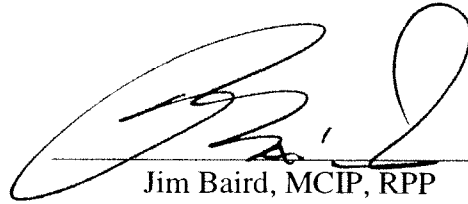
**BUSINESS UNITS CONSULTED AND AFFECTED:**

This application has been circulated to various internal departments and external agencies. Requirements of the City and external agencies will be reflected in a future recommendation report.

**RECOMMENDED BY:**



Rino Mostacci, MCIP, RPP  
Director, Planning & Urban Design



Jim Baird, MCIP, RPP  
Commissioner, Development Services

**APPLICANT/AGENT:**

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Figure 1 – Conceptual Master Plan

