

COMMITTEE OF THE WHOLE FEBRUARY 20, 2006

**BLOCK 57/58 WEST BLOCK PLAN
BLOCK PLAN FILE BL.57/58W.99
HUNTINGTON BUSINESS PARK LAND OWNERS**

Recommendation

The Commissioner of Planning recommends:

- A) THAT the Block 57/58 West Plan (File: BL.57/58W.99) dated January 26, 2006, as reflected on Attachment #3 to this report, BE APPROVED.

- B) THAT the following conditions be satisfied prior to the approval of the first draft plan of subdivision/site development application, or as part of the individual subdivision/site development application approval to the satisfaction of the City of Vaughan and other relevant agencies.
 - 1. The final phasing of the SWM Pond construction shall be detailed to the satisfaction of the City of Vaughan Engineering Department.
 - 2. The final Development/Infrastructure Phasing Plan of the Block Plan shall be detailed to the satisfaction of the City of Vaughan Engineering Department.
 - 3. An HCS Analysis for Highway 50/Huntington Road shall be submitted to the satisfaction of the City of Vaughan Engineering Department.
 - 4. The timing, construction and funding of the required spine services shall be detailed to the satisfaction of the City of Vaughan Engineering Department.
 - 5. The flood protection works required at Site No. 4 (existing factory site west of Martingrove Road) as identified in the Rainbow Creek Master Drainage Plan are to be detailed, to the satisfaction of the TRCA and the City of Vaughan Engineering Department.
 - 6. That a traffic impact study be prepared to the satisfaction of the Vaughan Engineering Department, justifying the minor modification to the local road network as identified on Attachment #3.
 - 7. Allocation of servicing capacity to individual draft plans and/or site plans within the Block 57/58 West Block Plan shall be approved by Vaughan Council.
 - 8. With respect to the Geotechnical Investigation and Hydrogeological Study the Region of York's conditions are as follows:
 - (i) Clarify the proposed placement of underground infrastructure with respect to the available soils information and proposed grading plan. Additional information should be obtained where the proposed infrastructure will be below the depth of available information.
 - (ii) Clarify the potential effects of any shallow groundwater flow systems with respect to the proposed underground infrastructure. Provide measures to limit preferential water flow along subsurface conduits through low permeability soils and ensure that conditions that require dewatering or depressurization to create safe working conditions, are identified and an appropriate plan is in place to address these.

- (iii) Clarify measures to be taken to ensure that there is a net water balance related to the proposed development.
 - (iv) Ensure that conditions are in place to require proper abandonment of any wells in accordance with O.Reg.903. The Region requires documentation by way of a copy of the Well Driller's records of the decommissioning. The locations of the decommissioned wells should be recorded accurately, using GPS.
 - (v) Verify that proposed Stormwater Management Pond "C" will include drainage from Highway 7 between Highway 50 and Highway 427, to incorporate future urbanization of Highway 7 under Rapid Transit development.
9. The Urban Design Guidelines prepared by NAK Design Group, be revised to the satisfaction of the City. The Urban Design Guidelines shall address the required provisions, including but not limited to the following:
- i) A percentage of the primary building frontage directly related to the street, uninterrupted by drive aisles and parking;
 - ii) A direct relationship between the front entrance of the building and the street with landscaped pedestrian connections between the public sidewalk and the building front entrance.
 - iii) The majority of the parking is encouraged to be located to the rear and side of buildings;
 - iv) Defined pedestrian circulation through parking lots;
 - v) Shared side and rear access between sites;
 - vi) Landscaped amenity space associated with a weather protected employee entrance;
 - vii) A percentage of the site dedicated to soft landscaping;
 - viii) The appropriate interface (architectural, site and building layout) between employment/commercial buildings and open space areas;
 - ix) Pedestrian and bicycle paths in addition to roads to provide a finer-grained circulation network and enhance connectivity to public transit, area services and open spaces;
 - x) A site plan concept describing how the heritage buildings will be incorporated into the overall plan in such a way as to enhance and be enhanced by new development, forming an integral and positive aspect of the new community;
 - xi) More specific guidelines related to service node development; and,
 - xii) The following note should be added to the Urban Design Guidelines:

"Should the most westerly route be selected for the Hwy. 427 extension (through the EA process) a small portion of the most northerly section of the highway will abut lands designated "Employment Area General". In the event that development applications in these particular areas are processed prior to the determination of the Hwy. 427 route, or in the event that the most westerly route is ultimately chosen for

the highway, the design of the sites must consider the potential prominence of position and therefore the appropriate site planning and architectural response vis-à-vis the abutting highway. The Urban Design Guideline directives for sites abutting arterial roads/highways would apply to these areas. Outside storage and loading bays should not be visible to the highway.”

10. That a Landscape Masterplan be submitted and approved to the satisfaction of the City. The Landscape Masterplan shall address the required provisions, including but not limited to the following:
 - (i) The use of hard and soft landscape elements to define significant street vista and generate a pleasing public realm street character.
 - (ii) Landscape and streetscape treatments for the Business Park edges including the parallel window streets and pedestrian access to arterial roads for public transit services.
 - (iii) Entry and special landscape features which express and enhance the Business Park identity including landscaped medians.
 - (iv) Landscaping of open space lands including pedestrian/cycling trails, bridge crossings, pedestrian access points, seating areas and erosion repair sites.
 - (v) The landscape treatment of stormwater management facilities.
 - (vi) Special furniture, including benches, waste receptacles, bicycle racks, and tree grates shall be provided that support the character throughout the block plan.
11. The following condition be addressed to the satisfaction of the City of Vaughan Cultural Services Department:
 - (i) Additional and more detailed Stage 3 investigations must be carried out on those sites that are confirmed to warrant further concern, as outlined in the Interim Report on the 1999-2001 Stage 1-2 Archaeological Assessment of the Huntington Business Park (D.R. Paulton and Associates Inc., December 2003). Following the completion of those investigations, a final report will be prepared on the archaeological assessment of the proposed business park.
12. The following conditions be addressed to the satisfaction of the Region of Peel:
 - i) All proposed accesses along Highway 50 must be reviewed and approved by the Region of Peel;
 - ii) The necessary upgrades to the Regional arterial road network shall be carried out in co-ordination with the development within the Block. Any proposed road improvements not within the Regional D.C. By-law shall be borne by the developer;
 - iii) The applicant shall gratuitously convey lands to meet the Official Plan requirement of 22.5 metre, from the centreline of Highway 50, to the appropriate municipality;
 - iv) The applicant shall gratuitously convey a 15 x 15 daylight triangle at the proposed road connections intersecting with Highway 50;

- v) The applicant shall gratuitously convey 0.3 metre reserve along the frontage of their property along Highway 50 and behind the daylight triangle, except at approved access location; and,
- vi) Lands identified in the Highway 50 Environmental Assessment Study must be gratuitously conveyed to the appropriate municipalities for road widening.”

Economic Impact

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The purpose of this report is to bring forward the revised Block 57/58 West Plan, for final approval, and to provide information as to the changes which have occurred since conditional approval of the Plan in June of 2003.

Background - Analysis and Options

The subject lands extend from Highway 407 to Langstaff Road, between Highway 50 and Highway 427, being Lots 2 to 10, in Concessions 9 and 10, City of Vaughan. The subject lands comprise an area of approximately 419.8 ha (1037 acres). The surrounding land uses are:

- North - Langstaff Road; undeveloped (A Agricultural Zone)
- South - Highway 407; driving range (PB2 Parkway Belt Zone)
- East - Highway 427; cemetery, hydro corridor (PB1S and PB2 Parkway Belt Zones; employment areas EM1 Prestige Employment Area Zone/EM2 General Employment Area Zone);
- West - Highway 50; City of Brampton, Claireville Conservation Area, and lands designated “Business Industrial” and “Residential”

Official Plan

OPA # 450 (Employment Area Growth and Management Plan)

The subject lands are designated “Employment Area General”, “Prestige Area”, “Centre”, and “Valley Lands”, by OPA 450, with an exception to permit a “Cemetery Use” on Highway 50, immediately north of the Hydro Corridor. The proposed land use designations as reflected on the Block Plan are in accordance with OPA 450.

Proposed OPA # 660 (Hwy. 7 Corridor)

The Highway # 7 Land Use Futures Study completed in September of 2004 has formed the basis for Official Plan Amendments affecting 200 metres north and south of the Hwy. 7 corridor. The study is a comprehensive evaluation of planning and development opportunities along Highway 7 throughout its entire length in Vaughan. Five amendments to existing Official Plans have been drafted to incorporate new designations and land use policies. The land use structure articulated in the Study is based on a firm commitment to building the transit system in the short-term. The development of transit is seen as a stimulus of transit supportive development. Proposed OPA 660, if approved, will affect the land use designation in the Hwy. 7 corridor, within the boundaries of Block Plan 57/58 West to permit a wide range and mix of land uses including office, businesses, retail, institutional, and civic uses with an overall Floor Space Index (FSI) of 1.5. In addition, the Hwy. 7/ Hwy. 427 Centre may be subject to an overall FSI target of 3.5, and it’s

boundaries, and specific land use designations would be established at the time of consideration of a Tertiary Plan.

Zoning

The subject lands are zoned A Agricultural Zone, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone (subject to Exception (1139) to permit a Cemetery and Accessory Uses), PB2 Parkway Belt Complementary Use Zone, C6 Highway Commercial Zone, M2 General Industrial Zone, EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone, and PB1(S) Parkway Belt Linear Facilities Zone, by By-law 1-88. The proposed land use designations in the Block Plan would be implemented by the employment zones under By-law 1-88, through the zoning amendment process.

Background

A Public Hearing was held for the Block 57/58 West Plan on December 9, 2002. The technical report for the block plan was considered at the Committee of the Whole meeting of June 16, 2003. At the following Council meeting of June 23, 2003, the Block 57/58 West Plan, as red-lined, was approved subject to a list of conditions to be addressed before final approval.

Among the conditions approved were those of the Ministry of Transportation (MTO) respecting the protection of a transit corridor adjacent to Hwy. 427. The initial deferral area proposed by MTO represented approximately 25% of the block plan area (see Attachment #4), and therefore had significant implications on the entire block, including the stormwater management plan, and road network. City Staff, landowners and their consultants, and MTO Staff have met several times since June 2003, to identify more specifically the actual area needed for the future Hwy. 427 extension and transitway corridor in order to finalize the Block 57/58 West Plan.

In March of 2004, MTO provided a revised drawing for the protection of the transit corridor adjacent to Hwy. 427. The drawing reflected a 60 metre protection area along the west side of the Hwy. 427 protection corridor, north of Hwy. 7, and a 30 metre wide lane south of Hwy. 7. A protection area for a transit terminal/commuter parking facility was also identified at the southwest corner of Hwy. 427 and Hwy. 7. In the time period which has lapsed since June of 2003, the landowners have submitted several modified versions of the block plan. The latest version of the Block Plan was submitted in January of 2006. (See Attachment # 3).

The current proposed Block 57/58 West Plan reflects a few minor changes to local roads, a westerly expansion of the "Centre" designation to include the area north and south of Hwy. 7 to the bordering east/west roads, and as far west as the north/south local road west of the Hwy. 427 and Hwy. 7 intersection. The most westerly route of the Hwy. 427 extension north of Hwy. 7 has also been eliminated on this most recent Plan. The Block Plan includes a reserve lane width of 30 m south of Hwy #7, and a 60 m lane width north of Hwy. 7, adjacent to the Hwy. 427 protection area, for a future transit lane as required by MTO. The stormwater management plan for the Block has also been revised in accordance with the current plan.

Overview of Block 57/58 West Block Plan

The proposed block plan is generally consistent with the Official Plan designations of OPA 450, as amended by subsequent Official Plan Amendments 539 and 526. The block plan is divided into two sections by Hwy. 7. The proposed land uses for the northerly and southerly portions are "Prestige Area" along the perimeter of the block, and "Employment Area General" in the central areas.

As a result of the Huntington Road re-alignment, the lands immediately abutting the section of the planned realignment located centrally within the northern half of the Block Plan, have been designated "Employment Area General". Official Plan Amendment 450 designates the lands

immediately abutting the current Huntington Road as "Prestige Area". This minor adjustment to the designations is considered in accordance with the intent of the Official Plan to designate the central portion of Block 58 as "Employment Area General". The proposed Block Plan reflects a wider swath of "Prestige Area" designation at the perimeter of Block 58, and therefore compensates for the proportion deleted abutting the new Huntington Road alignment. This minor adjustment to the designation boundaries reflected in the Official Plan is considered appropriate, and is permitted by OPA 450, Section 3.5- Interpretation.

Also, it should be noted that Should the most westerly route be selected for the Hwy. 427 extension (through the EA process) a small portion of the most northerly section of the highway will abut lands designated "Employment Area General". In the event that development applications in these particular areas are processed prior to the determination of the Hwy. 427 route, or in the event that the most westerly route is ultimately chosen for the highway, the design of the sites must consider the potential prominence of position and therefore the appropriate site planning and architectural response vis-à-vis the abutting highway. The Urban Design Guideline directives for sites abutting arterial roads/highways would apply to these areas. Outside storage and loading bays should not be visible to the highway.

Service nodes are proposed at intersections and along Hwy. 50, and Langstaff Road. A "Center" is proposed at the intersection of Hwys 7 and 427, extending west to the first north/south road and on both sides of (one lot depth) of Hwy 7.

The proposed Block Plan includes the following land use distribution:

Prestige Area	40 %
Employment Area General	30 %
Valley Lands	2 %
Stormwater Management Facilities	4 %
Cemetery	6 %
Local Roads	7%
Highway 427 Extension	4%
Utility Corridor	4%
Transit Corridor	2%

Prestige Areas

The proposed "Prestige Area" designation within the block plan abuts the existing and future extension of Hwy. 427 for the most part, Hwy. 50, and the arterial roads, permitting a range of industrial office, business and civic uses. Outside storage is not permitted in this designation. Development policies (Section 2.2.3 d), Prestige Areas) provide that on through lots, buildings shall be designed so that all elevations facing a street, present a "front" elevation, and that loading areas are not considered appropriate in any yard facing a street. Official Plan 450 policies state that this designation is to provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment. The implementing zone category is an EM1 Prestige Employment Area Zone under By-law 1-88.

Employment Area General

The "Employment Area General" lands are located at the interior of the Block Plan area and accommodate those industrial uses which may require outside storage. Uses permitted in this designation include all uses permitted in the "Prestige Area" designation, as well as the full range of processing, warehousing and storage operations, and transportation and distribution facilities. The implementing zone category is an EM2 General Employment Area Zone under By-law 1-88.

Service Nodes

Service nodes are permitted at the intersections of arterial roads or intersection of arterial and collector roads with the purpose of providing for the day-to-day convenience and service needs of business, industries and their employees. Special attention should be given to the design of service nodes because of their prominent locations. A condition has been included in the "Recommendation" section of this report to ensure that the Urban Design Guidelines for the Block Plan include specific criteria addressing service node design. Uses permitted within Service Nodes are those which service the convenience needs of employees (ie. convenience retail store or pharmacy). OPA 450 states that service nodes should be approximately 1.2 ha, but may exceed this area if the site is developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing. The implementing zone category is C7 Service Commercial Zone under By-law 1-88.

Centre

The Block Plan shows a "Centre" at the intersection of Highways 7 and 427, in accordance with OPA 450. The purpose of "Centres", as specified in OPA 450, is to:

- a) Permit major concentrations of business, industrial, corporate, civic, and community service activity, at locations which are highly visible and accessible to major transportation routes.
- b) Support the development of the Highways 7 and 427 intersection area as a center of regional significance in the longer term.
- c) Provide a focus for business activity in the City and to encourage the development of the Hwy. 7/Hwy. 407 corridors as major transportation and transit arteries connecting regionally important centers of activity in the south part of York Region.

OPA 450 designates the area within, and immediately surrounding the "Centre", as "Prestige Area", thereby permitting the "Centre" policies to include these lands.

Zoning

In order to implement the land use designations shown on the Block Plan, landowners will be required to amend the Zoning By-law 1-88, in conjunction with either draft plans of subdivision or site plan applications.

The "Employment Area General", and "Prestige Area" lands are to be zoned in accordance with the following established zones and related standards of By-law 1-88:

<u>Zone</u>	<u>Minimum Lot Frontage</u>	<u>Minimum Lot Area</u>	<u>Maximum Lot Coverage</u>
EM2 General Employment Area	34 m	3,000 sq.m	---
EM1 Prestige Employment Area (abutting major roads)	65 m	8,000 sq.m	60%
EM1 Prestige Employment Area	36 m	3,000 sq.m	60%

The Service Nodes would be zoned C7 Service Commercial Zone, subject to the zoning standards set-out in By-law 1-88. The open space/valley lands and stormwater detention ponds/channels would be zoned OS1 Open Space Conservation Area Zone.

Transportation

A. Local Road Network/Sidewalk Plan

The primary road pattern for the Block is generally consistent with the road framework provided for in OPA #450, and allows for an overpass connection to employment lands east of the future extension of Highway 427.

The internal road pattern is based on a grid format, with limited access points to the bordering arterial roads, and incorporates the suggested interim improvements of the Boundary Area Transportation Study. These solutions were arrived at through a traffic consulting firm working in co-operation with the "Joint York-Peel Boundary Area Committee", and includes the following:

- 1) an interim 4-lane arterial extending north from the Hwy. 427 terminus, and connecting to the extension of Fogal Road eastward from Hwy. 50;
- 2) a 4-lane re-alignment of Huntington Road;
- 3) the easterly extension of Fogal Road as a 4-lane collector east of Hwy. 50, to align with the 26 m mid-block collector road (Zenway Boulevard) east of Hwy. 427;
- 4) the expansion of Langstaff Road between Hwy. 50 and the northerly extension of the arterial road north of Hwy. 427.

Minor modifications to the local road pattern shown on the Block Plan Land Use Schedule may be permitted without further amendment to the Block Plan, through the draft plan approval or site development approval process. The proponent would be required to provide the appropriate justification for such changes to the satisfaction of the City of Vaughan.

A red-lined change to the local road pattern has been incorporated in the Block Plan at the request of the affected proponents, in order to avoid a potential access problem in future. A section of the current Huntington Road alignment has been retained between Fogal Road and Ebenezer Road, terminating in a cul-de-sac, and a short section of the intersecting east/west road, east of Huntington Rd., has been deleted. This modification is considered appropriate, provided the technical justification is approved by the City of Vaughan Engineering Department (see Conditions 6, report "Recommendation" section).

B. Highway 427 Extension

The proposed Block Plan has included a protection area (identified on Attachment # 3), to protect for alternative future Hwy. 427 extension routes. Once the Environmental Assessment determines the preferred route, any lands that are not affected will be released for development according to the underlying designation appearing on the Block Plan.

The Highway 427 extension has also been identified as a potential corridor for future transit initiatives. As such, the reserve area for the highway includes a 30 metre wide area south of Highway 7, and 60 metre wide area north of Highway 7, for a future transit lane. In addition, a block approximately 15 acres in area is also identified on the Block Plan at the southwest corner of the Hwys 7 and 427 interchange, for a commuter parking lot and/or transitway station. Each of the identified protection areas will require consideration at the draft plan of subdivision stage, at which time they may be defined in more detail.

The Terms of Reference for the Environmental Assessment for the Hwy. 427 extension was approved by the Ministry of Transportation on November 1, 2005, and is expected to begin in the Spring of 2006. The Ministry has advised that they will inform the City as to significant findings of the EA process as they occur, such that the City may update the Block Plan accordingly.

Environment

The West Rainbow Creek Valley lands and an east-west tributary are located at the north portion of the subject lands. These areas are required to be zoned OS1 Open Space Conservation Zone (OS1) at the zoning stage.

The TRCA has requested that a 2.5 m wide buffer be provided along the east-west tributary, and a 10 m wide buffer be provided along the valley of the West Rainbow Creek. It should be noted that the buffer areas will form part of the OS1 Zone. In addition, all setback requirements of the EM1, EM2, and OS1 zones will apply as per City Zoning By-law 1-88, at the time of re-zoning.

The Toronto and Region Conservation Authority has provided the following conditions of Block Plan approval, which the proponents have agreed to in the form of a letter of undertaking:

1. That the applicant provide revised plans illustrating a wider valley corridor/base width for the open channel within the area of Stormwater Pond A1, to the satisfaction of the TRCA. This is to be achieved by converting the 10 m buffer into the natural channel block/valley corridor.
2. That the Rainbow Creek Assessment Report be revised accordingly to account for the reach downstream of Regional Road 27.
3. That a monitoring program of erosion sites, as detailed in the report by Parish Geomorphic (Rainbow Creek Assessment Report, dated November 22, 2005, and Rainbow Creek Erosion Threshold Assessment for Vaughan West Business Park Letter Report to Kirsten Mills, OPM, dated May 2, 2002), be implemented by the development of Block 57/58 West.
4. That a 10 m buffer from the West Rainbow Creek Valley be provided to the satisfaction of the TRCA.

Urban Design Guidelines

The Consultant for the Block 57/58 West lands has submitted Urban Design Guidelines prepared by the NAK Design Group. The Guidelines provide detailed text with respect to the block structure, open space system, street network, site planning and built form, and the public realm streetscape. City of Vaughan Staff have reviewed the Urban Design Guidelines and provided comments which must be addressed to the satisfaction of the City of Vaughan, prior to approval of the first draft plan of subdivision/site plan application. Also provided within the "Recommendation" section of this report are general urban design policies which must be respected within the final approved Urban Design Guidelines for Block 57/58 West.

City of Brampton

The proposed Block Plan and supporting documents were circulated to the City of Brampton. Their comment respecting the protection area for the Hwy. 427 is as follows:

"In order for the Ministry of Transportation to consider the full range of alignment options, City Staff are requesting Vaughan to illustrate the original "Tulip Protection Area" in Block Plan 57/58 West in order to continue protecting for a Brampton alignment option until the EA Study is completed or it has progressed (together with related studies) to a stage where the key municipal stakeholders, in consultation with the Ministry, have determined that protection of such a tulip or related options is no longer essential."

MTO has reviewed the revised submission and has expressed no objection to the proposed protection area, as reflected on the Block Plan (Schedule #3). Therefore, it is Staff's position that the revised Block Plan sufficiently protects for alternative highway extension routes.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, and particularly the objective to "Plan and Manage Growth through the implementation of OPA 600".

Conclusion

The revised Block Plan and accompanying technical work have sufficiently addressed the conditions of Block Plan approval and therefore Staff support the final approval of the Block 57/58 West Block Plan (Attachment # 3). Should Committee of the Whole concur, the "Recommendation Section" of this report can be approved.

Development Planning Staff shall ensure the clearance of conditions included in the "Recommendation" section of this report prior to proceeding with draft plan of subdivision/site plan development application approvals.

Attachments

1. Location Map
2. OPA 450-Employment Area (West) Plan – Schedule "2A"
3. Proposed Block 57/58 West Plan
4. MTO Deferral Area (June 16, 2003)

Report prepared by:

Anna Sicilia, Planner, ext. 8063
Duncan MacAskill, Senior Planner, ext. 8017
Wayne L. McEachern, Manager, ext. 8026

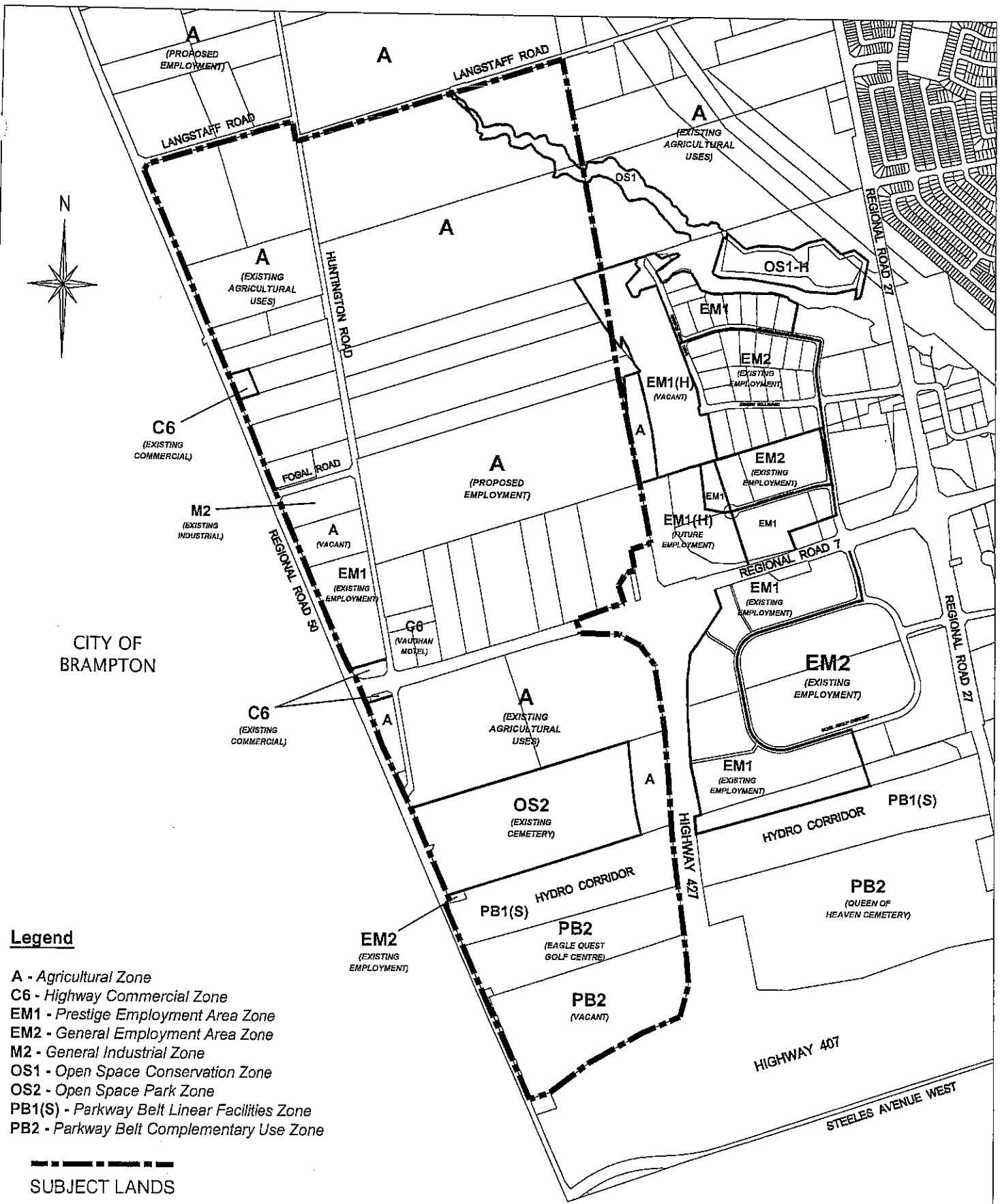
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

DIANA BIRCHALL
Director, Policy Planning/Urban Design

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Legend

- A - Agricultural Zone
- C6 - Highway Commercial Zone
- EM1 - Prestige Employment Area Zone
- EM2 - General Employment Area Zone
- M2 - General Industrial Zone
- OS1 - Open Space Conservation Zone
- OS2 - Open Space Park Zone
- PB1(S) - Parkway Belt Linear Facilities Zone
- PB2 - Parkway Belt Complementary Use Zone

SUBJECT LANDS

Location Map

Lots 2 - 10,
Concessions 9 & 10

APPLICANT:
HUNTINGTON BUSINESS
PARK LAND OWNERS

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Policy Planning /
Urban Design Department

Attachment

FILE No.:
BL.57/58W.99

February 20, 2006

Not to Scale

1

THIS IS SCHEDULE '2A'
TO AMENDMENT NO. 450
ADOPTED THE 3RD DAY OF OCTOBER, 1995

L.D.JACKSON
MAYOR
J.D.LEACH
CLERK

SCHEDULE '2A'
EMPLOYMENT AREA
(WEST)

STRUCTURAL PLAN
REVISED FEBRUARY 26, 1996

- Amendment Area
- ▨ Prestige Area
- ▧ Employment Area General
- ▩ Rail Facilities
- ▤ Valley Lands (Valley Corridors)
- Stream Corridors
- Centre

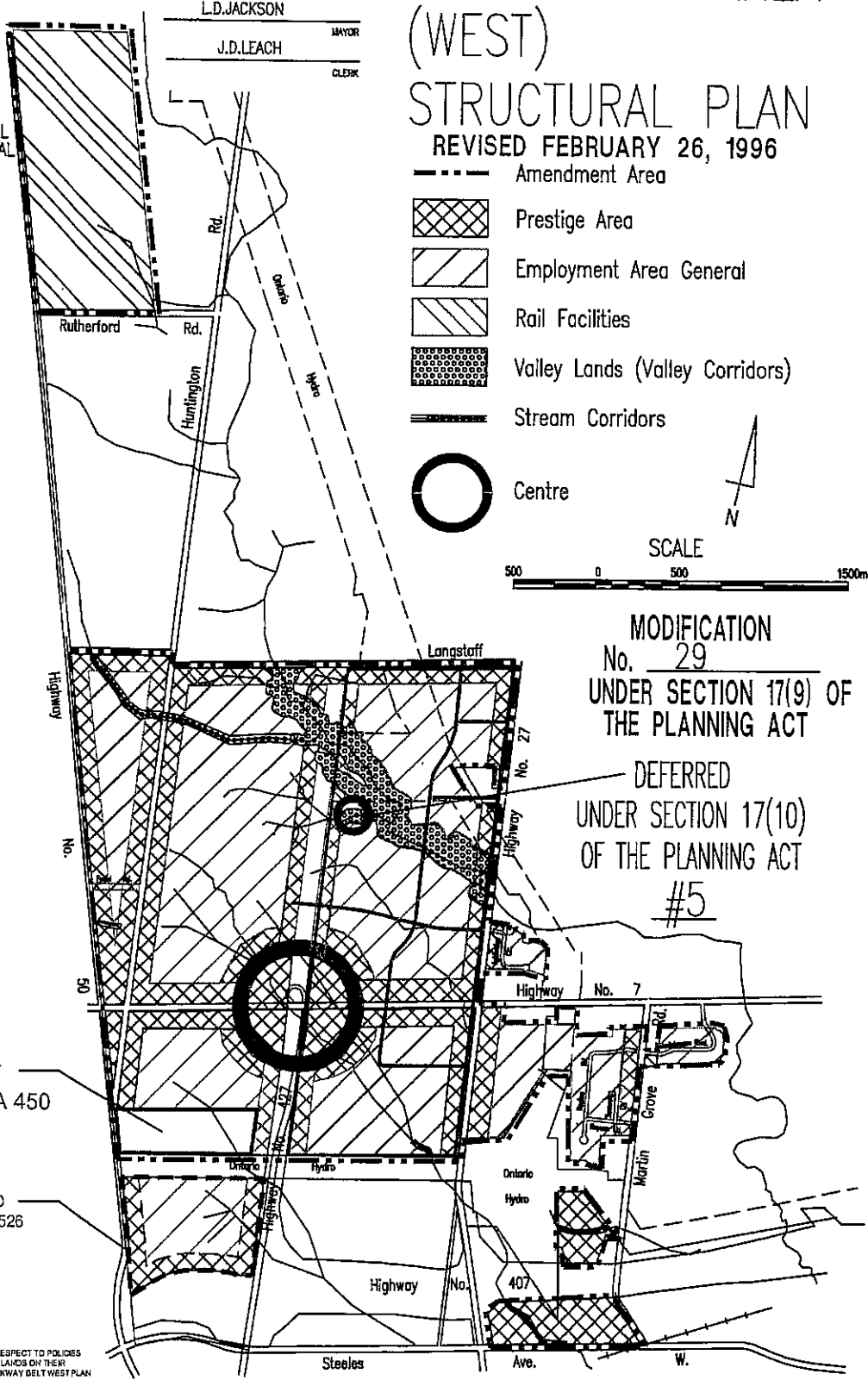
SCALE



MODIFICATION
No. 29
UNDER SECTION 17(9) OF
THE PLANNING ACT

DEFERRED
UNDER SECTION 17(10)
OF THE PLANNING ACT
#5

CP RAIL
INTERMODAL
YARD



AREA SUBJECT TO
PARAGRAPH 9.7 OF
SECTION '9' TO OPA 450
(OPA No. 539)

AREA SUBJECT TO
AMENDMENT NO. 526

NOTE: SEE SECTION 96 IN RESPECT TO POLICIES
APPLYING TO THESE LANDS ON THEIR
DELETION FROM PARKWAY BELT WEST PLAN

**OPA #450 - Employment
Area (West) Plan**



Attachment

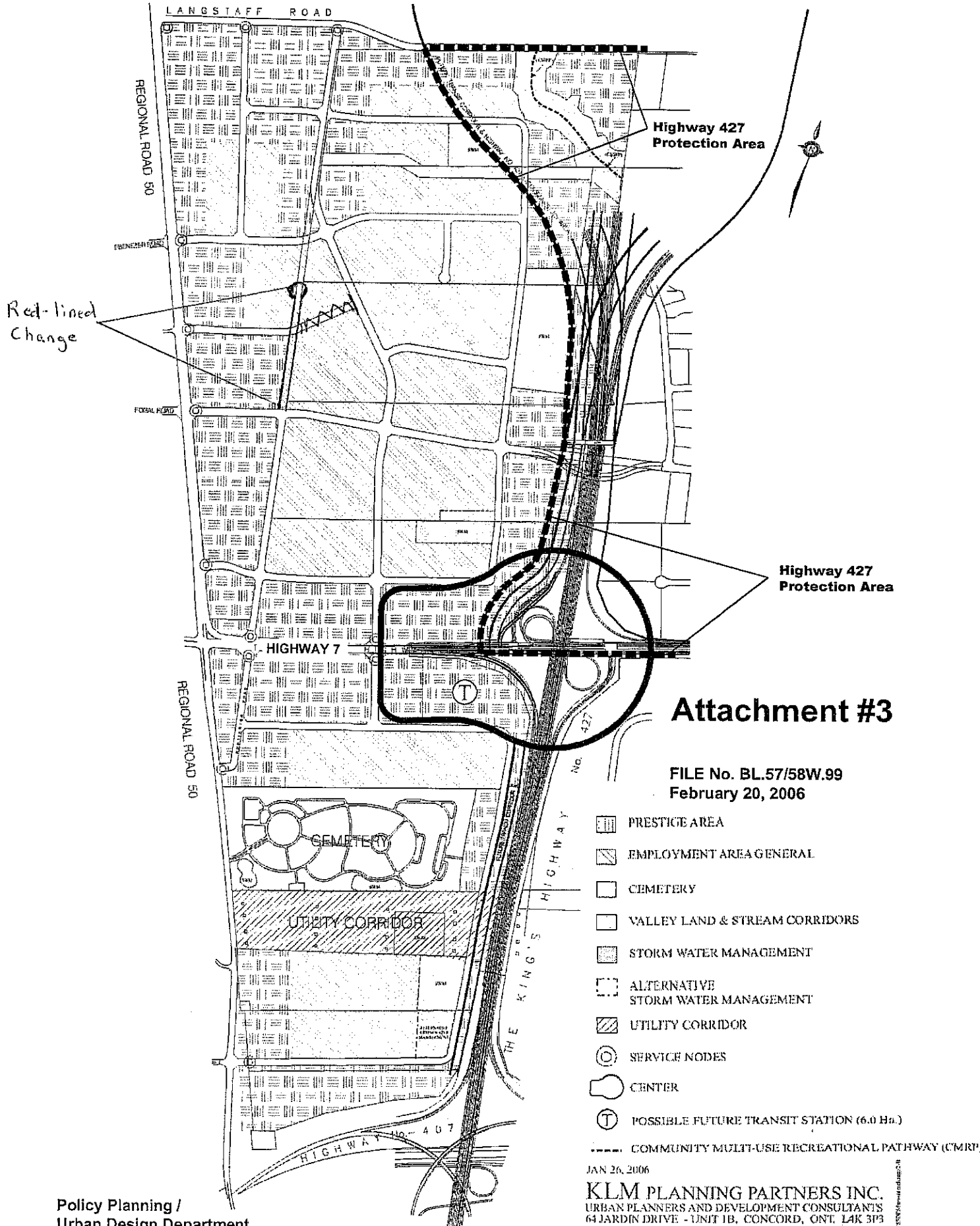
APPLICANT:
HUNTINGTON BUSINESS
PARK LAND OWNERS

Policy Planning /
Urban Design Department

FILE No.:
BL.57/58W.99
February 20, 2006
Lots 2 - 10,
Concessions 9 & 10

2

HUNTINGTON BUSINESS PARK - BLOCK PLAN



Attachment #3

FILE No. BL.57/58W.99
February 20, 2006

- PRESTIGE AREA
- EMPLOYMENT AREA GENERAL
- CEMETERY
- VALLEY LAND & STREAM CORRIDORS
- STORM WATER MANAGEMENT
- ALTERNATIVE STORM WATER MANAGEMENT
- UTILITY CORRIDOR
- SERVICE NODES
- CENTER
- POSSIBLE FUTURE TRANSIT STATION (6.0 Ha.)
- COMMUNITY MULTI-USE RECREATIONAL PATHWAY (CMRP)

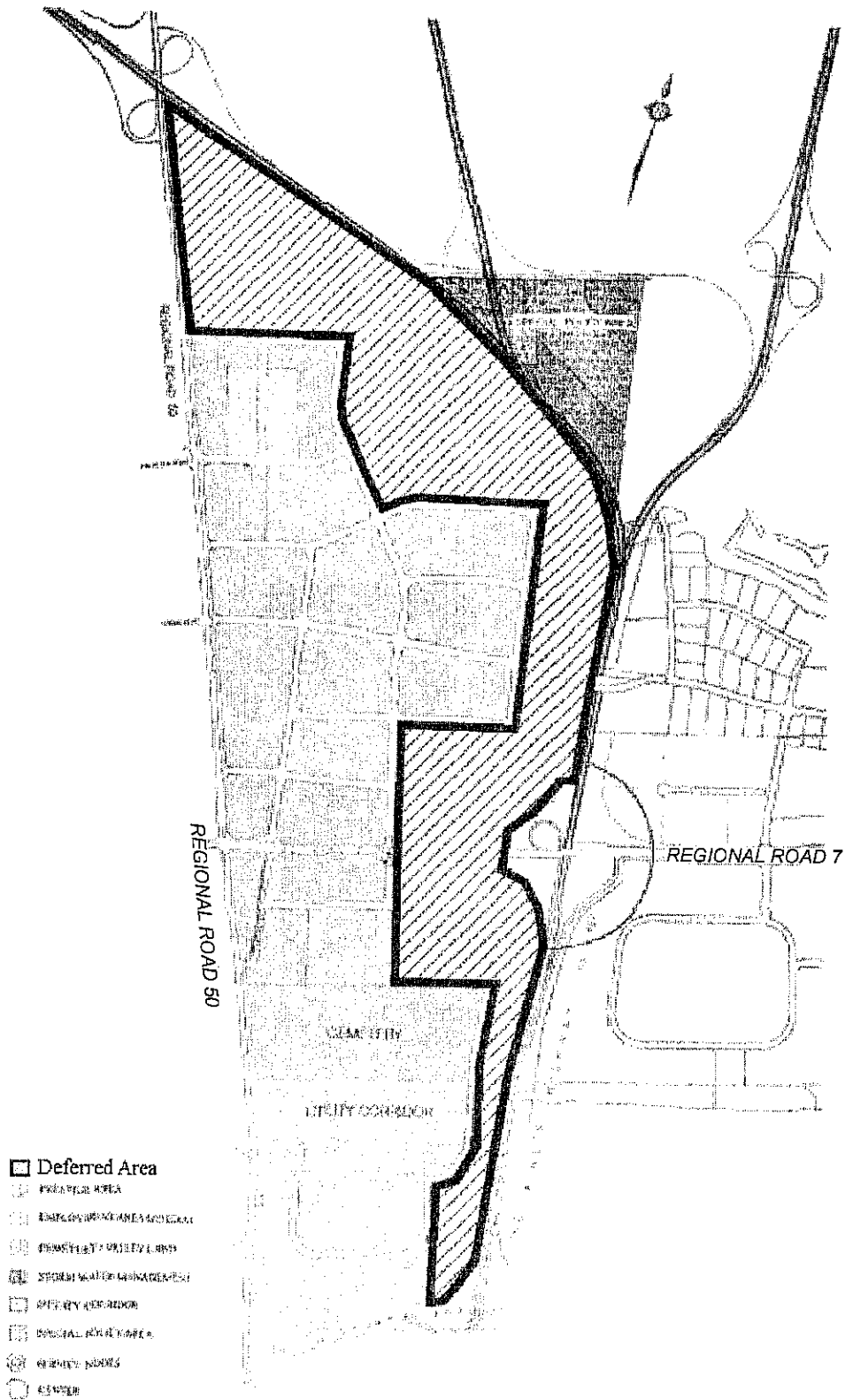
JAN 26, 2006

KLM PLANNING PARTNERS INC.
URBAN PLANNERS AND DEVELOPMENT CONSULTANTS
64 JARDIN DRIVE - UNIT 1B, CONCORD, ONT. L4K 3P3
PHONE (905) 669-4055 FAX (905) 669-0097 design@klmplanning.com

Policy Planning /
Urban Design Department

P:\2006\BL57-58W\Attachment 3.DWG

MTO Deferral Area



M.T.O. Deferral Area (June 16, 2003)

APPLICANT:
HUNTINGTON BUSINESS PARK
LAND OWNERS



Policy Planning /
Urban Design Department

Attachment

FILE No.:
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February 20, 2006

Lots 2 - 10,
Concessions 9 & 10

4