



THE CORPORATION OF THE TOWN OF ORANGEVILLE

BY-LAW NUMBER 64 - 2007

A BY-LAW TO ADOPT AMENDMENT NO. 100 TO THE OFFICIAL PLAN (Mono Developments (Orangeville) Ltd., 1261378 Ontario Limited (Cook Farm Group), and Transmetro Properties Limited; Veterans' Way South Community; OPZ 2/98 and OPZ 3/02)

The Council of the Corporation of The Town of Orangeville, in accordance with the provisions of Section 21 of the Planning Act, R.S.O. 1990, c.P.13 and amendments thereto, hereby enacts as follows:

1. Amendment No. 100 to the Official Plan for The Town of Orangeville, consisting of the attached explanatory text and map is hereby adopted.

BY-LAW READ THREE TIMES AND FINALLY PASSED IN OPEN COUNCIL THIS 16TH DAY OF JULY, 2007.

A stylized, handwritten signature in black ink, consisting of a large 'R' and 'A'.

ROB ADAMS, MAYOR

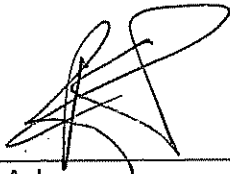
A stylized, handwritten signature in black ink, appearing to read 'S. Lankheit'.

SUSAN LANKHEIT, DEPUTY CLERK

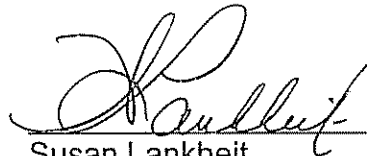
THE OFFICIAL PLAN
FOR THE
TOWN OF ORANGEVILLE

AMENDMENT NO. 100

The attached explanatory text and map, constituting Amendment Number 100 to the Official Plan for the Town of Orangeville, was adopted by the Council of the Corporation of the Town of Orangeville, under the provisions of Section 21 of the Planning Act, R.S.O., 1990, c. P.13 on July 16, 2007.



Rob Adams,
Mayor



Susan Lankheit,
Deputy Clerk

**THE OFFICIAL PLAN
FOR THE
TOWN OF ORANGEVILLE
AMENDMENT NO. 100**

PART A – THE PREAMBLE

1. Purpose of the Amendment

The purpose of the amendment is to provide land use designations and policies for the Veterans' Way lands referred to as the Veterans' Way South Community in this Amendment.

2. Location

The amendment applies to lands located in the area north of Broadway and the Orangeville-Brampton Railway (OBRY) line, east of Veterans' Way (County Road 16), south of the Hansen Boulevard extension and west of Pheasant Drive and Court.

3. Basis of the Amendment

The subject lands are approximately 50.58 hectares (125 acres) and are proposed to be developed with a mix of residential, employment, open space, parkland and commercial uses.

The Veterans' Way lands are one of the last remaining vacant development areas in the Town. They have been subject to a number of studies and reviews to determine the most appropriate land uses and to confirm the need for the retention of employment lands in the area. The proposed redesignation of land uses in the area proceeded to the Ontario Municipal Board by appeal on July 14, 2003. The current proposed Amendment being recommended by the Town is a result of discussions with the landowners and consultation with the public.

In preparing the current Amendment the Town has considered several planning objectives, constraints and the interests of the community. The development of the lands will allow for the extension of municipal services for not only the Veterans' Way lands themselves but for the Humber College development to the north. The development of the lands will also

allow for the extension of Hansen Boulevard to connect to Veterans' Way which results in the completion of a major portion of the Town's road network.

The Town has maintained the existing Open Space Conservation designations. The proposed Amendment also provides for a new Open Space Recreation designation which provides for a new centralized park in the plan.

The Town recognizes the need to retain employment lands in its Official Plan and has provided for a large part of the Veterans' Way South Community lands to be retained as employment lands. The remaining employment lands, will be of a higher quality and more attractive to prospective users as it will be fully serviced as part of the development of the entire Veterans' Way South Community. It is recognized, however, that the designated employment lands will need to be carefully planned due to their internal location (railway line to the south) which impedes access and limits visibility of the lands. There is also the need to develop the employment lands in association with the existing residential uses located to the south.

The Town has designated 16 ha (40 ac) of land in the Veterans' Way South Community for employment uses. Within the employment designation there are site specific provisions that are intended to guide the types of uses which will be encouraged, phase the development, and integrate the employment lands with the surrounding community. There will be a right-of-way to accommodate an extension of a spur line from the existing OBRY line to the south into the employment lands to support future transportation linkages.

The eastern part of the Veterans' Way lands will be designated for residential development. The lands adjacent to the existing residential community are designated for low density residential housing. The blocks to the south, in proximity to the existing OBRY rail line, will be setback from the railway and encouraged to develop with a medium density form of residential housing such as street townhomes which may provide for rear access. There are two blocks planned for medium density/multiple residential development both of which will be centralized in the plan. Forms of medium density residential housing such as stacked townhomes will take advantage of the future Hansen Boulevard extension and provide for a transitional form of development between the employment areas and the lower density housing to the east.

All of the Veterans' Way lands will be developed to high quality urban design standards. Policies have been incorporated into the amendment which address urban design and encourage sustainable development with

opportunities to implement alternative energy sources for development and "green" development initiatives. There are also some site specific opportunities for future intensification built into the policies for the area.

The overall plan for the area will provide a balanced mix of land uses which is appropriate given the existing physical, social and economic context within which the lands must be considered. The proposed Amendment complies with the Town's general goals, objectives and policies and is consistent with the Provincial Policy Statement.

PART B – THE AMENDMENT

The Official Plan for the Town of Orangeville is amended as follows:

1. Schedule "A" is amended by redesignating portions of the lands from Employment Area to Residential, Employment Area and Open Space Recreation as shown on the attached Schedule "A" to this Amendment.
2. Schedule "B" is amended by showing the lands subject to "Policies for Specific Areas" and adding reference to Policy E8.64, as shown on the attached Schedule "B" to this Amendment.
3. Schedule "C" is amended by applying the Low Density Residential, Low Density Multiple and Medium Density Residential densities on the Residential Density Plan as shown on the attached Schedule "C" to this Amendment.
4. Schedule "E" is amended by adding the road network as proposed and shown on the attached Schedule "E" to this Amendment.
5. Section E8 – Policies for Specific Areas - is hereby amended by adding the following policies for the area to be known as the Veterans' Way South Community:

"E8.64 Veterans' Way South Community

E8.64.1 Planning Context

The Veterans' Way South Community is located on one of the last remaining vacant developable parcels of land in the Town. The lands to the south and east are developed with low density residential development while the lands to the north and west remain undeveloped. The lands to the northwest have recently been acquired by the Humber College Institute of Technology and Advanced Learning and will be developed with a new educational facility.

The Town-owned Orangeville-Brampton Railway is located along the southern limits of the site, with Broadway beyond that. Hansen Boulevard is to be extended through the site to connect with Veterans' Way. The south branch of the Lower Monora Creek borders the lands to the north and the

lands are framed along the west by an existing open space conservation corridor.

E8.64.2 Development Concept

The Veterans' Way South Community lands are generally undeveloped and located on the northwesterly periphery of the Town.

The following major elements provide the context for the development of the Veterans' Way South Community:

- (a) The retention of significant blocks of land for the provision of serviced, employment opportunities;
- (b) The creation of strong live-work opportunities;
- (c) The extension of Town services and the completion of the Town's northern arterial road network through the lands;
- (d) The protection of the existing open space system and the integration with the system through additional linkages from the developed areas;
- (e) The provision of commercial facilities to serve the immediate residential community and future Humber College campus;
- (f) The provision of a centralized open space recreational area for surrounding residents and employees;
- (g) The need to consider areas for future intensification;
- (h) The need to ensure opportunities for good urban design and alternative designs that encourage "green" communities;
- (i) The provision of a range of residential uses, types and affordability for a maximum of 400 units;
- (j) Compatibility with surrounding, existing and planned development;
- (k) Connecting the future Humber College campus into the community;
- (l) Providing supportive development to Humber College in terms of a range of living and working opportunities;
- (m) Securing the future extension and expansion of the Orangeville-Brampton Railway and providing a transportation alternative to future businesses with the preservation of a right-of-way for a future rail spur line into the employment lands; and,
- (n) Extending the Town's multi-use trailway network, with connections to parkland, giving existing and future residents greater outdoor recreational choice and transportation alternatives.

Two medium density residential areas are located in the centre of the Veterans' Way South Community. Employment lands are generally located to the south of the Humber College lands and in the southwestern area of the Community.

Lower density residential areas are generally located on the eastern portion of the Veterans' Way South Community, abutting the existing residential uses to the east, and include commercial opportunities as well as a centralized park.

A low density multiple area is located in the southern portion of the Veterans' Way South Community, adjacent to the Orangeville-Brampton Railway.

All residential development shall comply with the policies for residential/industrial buffering as described in Section E.1.8 of the Official Plan. The detailed neighbourhood design for the residentially designated blocks shall comply with the design objectives found in Section E.1.9 of the Official Plan. All development in the employment area shall comply with the commercial design principles of Section E.2.9 of the Official Plan and the Town's Commercial Urban Design Guidelines.

E.8.64.3 Urban Design Policies Residential Areas

The Veterans' Way South Community provides for a balanced community with three residential areas, commercial and employment uses and a centralized park. Notwithstanding the general neighbourhood design policies of the Official Plan, the development of the residential areas shall be subject to the following design guidelines to encourage an urban form and character which supports the overall development concept for the Community.

All of the areas shall be developed through the draft plan of subdivision/condominium and site plan process. Designs which incorporate alternative energy sources and "greening" to accommodate sustainable developments will be encouraged.

In particular:

- a) the development will consider the concepts and opportunities for energy conservation and alternative power generation including passive solar, active solar, geo-thermal, innovative construction techniques, and other sustainable design options;
- b) the development will minimize the use of impervious materials;
- c) the development will incorporate stormwater infiltration areas, to replenish the groundwater and minimize the impacts of introducing impervious materials;
- d) the development will incorporate a network of bicycle and pedestrian trails that link to the future Humber College campus, to existing trailways and parkland and the rest of Town; *
- e) the development will incorporate dedicated bicycle lanes on the arterial road (i.e. the Hansen Boulevard extension); and,
- f) a shadow-casting analysis will be required for any building, structure or development greater than 2 storeys in height, with a view to ensuring

that shadows are not cast on abutting properties, at any time of the year, that would preclude the use of solar power generation as an alternative energy source.

E.8.64.3.1 Low Density Residential Areas

The Low Density Residential areas located along the eastern boundary of the Community and adjacent to existing residential development to the east shall be developed in a manner that is compatible with the existing character, street pattern and established lotting of the areas to the east. Incorporation of measures such as landscaped space, enhanced streetscapes and block linkages through walkways/trailways to the existing developed areas and throughout the development will be encouraged. A mix of housing forms and elevations will also be encouraged.

E.8.64.3.2 Low Density Multiple Area

The Low Density Multiple Area is intended to provide a local street-scaled residential development. It is intended that the area be developed with street townhomes. That is compatible with the community. To achieve this design:

- a) buildings should have built forms located close to the street edge with the possibility of rear lane access to the units.
- b) a continuous landscaped street frontage shall be provided; and,
- c) consideration should be given for lay-by parking along the street.

E.8.64.3.3 Medium Density Residential Area

The centralized Medium Density Residential areas should be encouraged to be developed in a low rise to mid rise, stacked townhouse forms and/or apartment buildings in a building form that complements and which provides for a transition between the lower density residential areas to the east and the employment uses to the north and west. The developers of these areas shall ensure that:

- a) buildings are of a high quality design and should address and frame the street lines;
- b) direct pedestrian linkages to sidewalks and adjacent park areas are provided;
- c) parking is located at the rear of the buildings, away from the street and/or provided underground, where feasible, and designed and provided in a manner that is compatible with the area; and,
- d) landscaping features are used, in addition to any required noise mitigation features, to buffer the development from the existing railway and future rail spur line.

E.8.64.4 Urban Design Policies for Employment Areas

Notwithstanding the design policies of Section E.3.5 and E.3.6, the employment areas shall be carefully developed and the design of individual sites shall be implemented through implementation of the Town's Commercial Urban Design Guidelines and detailed zoning standards including provisions relating to scale, massing, height, density, building design, buffering, and landscaping to ensure:

- a) the amenity of surrounding and planned residential neighbourhoods and adjacent properties are maintained;
- b) integration with adjacent open space recreational areas is provided through pedestrian and bicycle connections and the provision of shared parking facilities, where feasible;
- c) the gateway employment areas (first employment blocks east of Veterans' Way) provide for prominent gateway features in the form of building form, signage and landscaping;
- d) the location and scale of outside storage and outside operations will be strictly limited and appropriately screened from public view along all roads; and,
- e) no outside storage will be permitted in any front or exterior side yards.

E.8.64.5 Land Use

E.8.64.5.1 Low Density Residential

The Low Density Residential areas will permit detached dwellings to a maximum density of 25 units per net residential hectare.

E.8.64.5.2 Low Density Multiple

The Low Density Multiple area will permit detached, semi-detached and street townhomes with a net density range of 25 to 49 units per net residential hectare.

E.8.64.5.3 Medium Density Residential

The Medium Density Residential area will permit stacked townhomes and low to mid rise apartment buildings at a density range of 45 to 99 units per net residential hectare.

E.8.64.5.4 Employment Areas

E.8.64.5.4.1

Notwithstanding the Employment Area policies of Sections E3.2 and E3.3, the following uses are permitted:

- a) industrial facilities including: manufacturing, assembling, processing, fabricating, refining, repairing, warehousing, and wholesaling, offices, transportation and communication uses, research and information processing facilities, recreational uses and accessory uses.

All outdoor operations ancillary to general industrial operations will be limited to the rear of building yards and separated from surrounding non-industrial uses through appropriate screening. The Town may require that environmental impact studies such as, but not limited to, those analyzing noise and air quality, be undertaken and submitted with applications for development.

- b) Institutional uses such as: hospitals, medical centres, convalescent homes, public or charitably supported community centres. Institutional uses shall be implemented on a site-by-site basis through the approval of site specific zoning amendments and site plan applications.
- c) The following commercially-oriented uses are also permitted in the Employment Area, but shall be implemented on a site-by-site basis through the approval of site-specific zoning amendments and site plan applications:
 - (i) retail sales and convenience retail stores;
 - (ii) supermarkets;
 - (iii) general and service commercial uses including, but not limited to: restaurants, print shops, computer service facilities, banks and financial institutions, business/computer supply and service establishments and other service uses;
 - (iv) personal service uses including but not limited to: barber shops, beauty salons, dry cleaners, tanning salons;
 - (v) business and professional offices; and,
 - (vi) day care facilities which do not have an outdoor play area. Other day care facilities may be permitted subject to the submission of any studies or other information as required by Council which demonstrates that the use can be designed and located in such a manner as to ensure that the day care use will not restrict the operation of any adjacent employment uses.

The introduction of commercial uses to the employment area will be considered through site-specific zoning amendments. Those commercial development proposals exceeding a gross floor area of 2,300 square metres shall only be considered after a comprehensive review of the Town's vacant employment land inventory and, in accordance with Section E2.3.6, the Town's projected commercial needs in conjunction with a detailed market study which identifies the need for additional retail commercial space and which concludes that there will be minimal market impacts and the planned function of the Central Business District will not be prejudiced.

E.8.64.5.4.2

The development of commercially-oriented uses in the Employment Area will proceed in an incremental fashion and through a site-by-site analysis associated with respective site-specific zoning amendments.

Notwithstanding the policies of Sections E3.2 and E.3.3, and the ultimate densities for all commercial and office uses in the Employment Area, a maximum of 18,500 square metres of gross leasable floor area may be considered prior to January 1, 2015 if there is sufficient and suitable vacant land available in the Employment Area. After January 1, 2015 this floor area cap will not apply.

The location and design of such additional uses will be subject to site plan control and the Town's Commercial Urban Design Study, and various supporting studies as may be required by the Town, prior to site plan approval and the required zoning amendment.

E.8.64.5.4.3

Residential uses above any commercial building will be encouraged either at the initial development stage or as a future intensification opportunity. Provisions in the site plan design should be made for this future use.

E.8.64.5.5 Open Space Recreation

The Open Space Recreation area is intended to be utilized as public parkland and shall be integrated where possible with the medium density residential area to the north for the purpose of shared parking and pedestrian linkages.

E.8.64.6 Transportation System

The transportation system for the Veterans' Way South Community shall be developed in accordance with the amended Schedule "E". Local roads shall generally contain rights-of-way that are between 18.5 and 20 metres. Consideration may be given to the prescribed rights-of-way to accommodate

major intersections, grade separations or major physical and topographical constraints. Wider rights-of-way may also be required to accommodate trailways, streetscape works and/or landscaping features. Provision shall be made on the Hansen Boulevard extension for on-street bicycle lanes.

The alignment of individual roads will recognize the need to preserve natural features and detailed road design will include mitigation and rehabilitation of such features, if needed.

Access to roads and to the extended rail spur line will be addressed through the subdivision design and detailed site plan processes.

E.8.64.7 Physical Services and Utilities

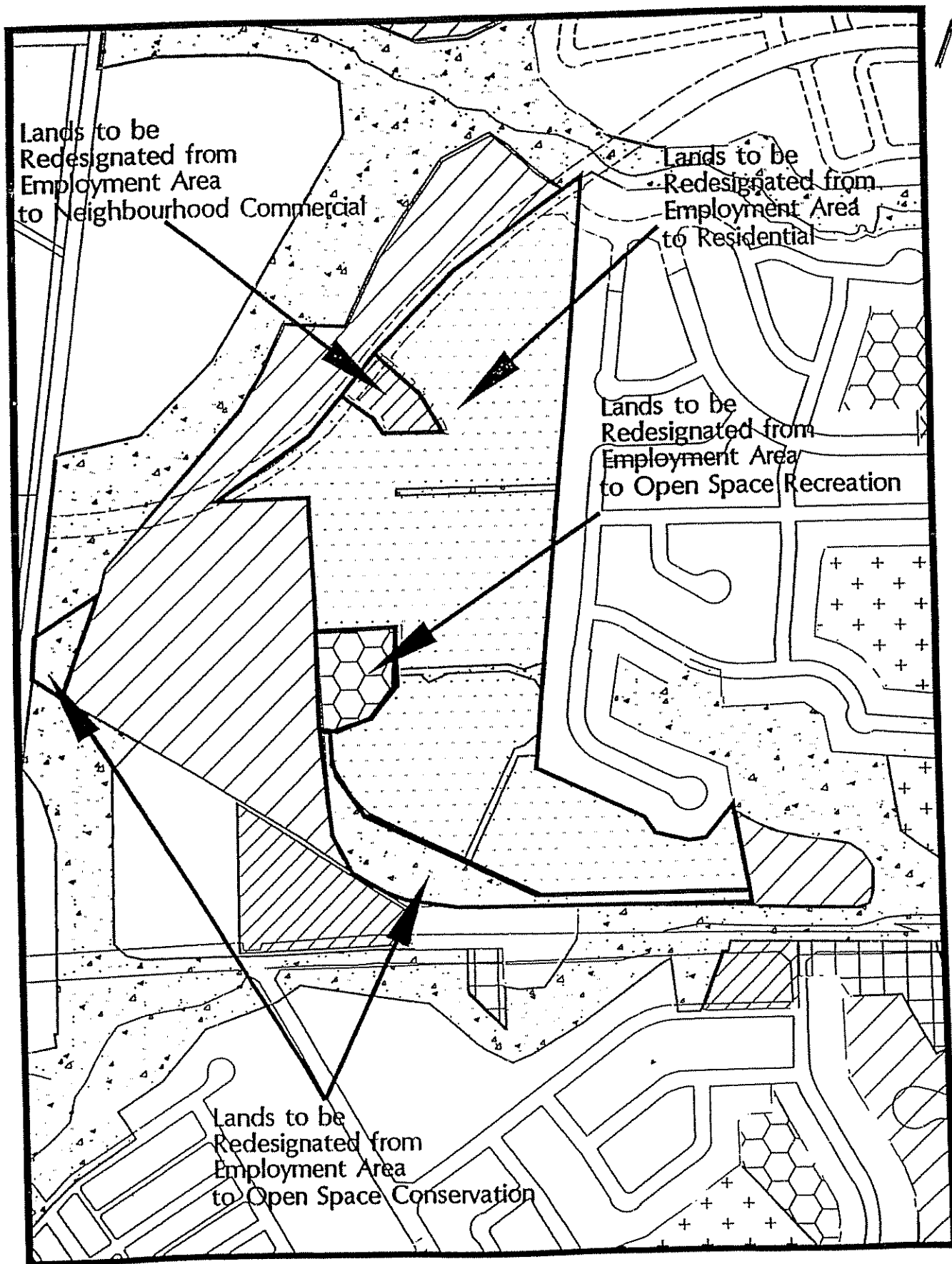
Accommodation will be made through development agreements with the landowners for the extension of sanitary sewage and water supply to service the Veterans' Way South Community and Humber College campus.

Storm water management facilities shall be located to accommodate post-development runoff from the Community. Groundwater infiltration blocks shall be located throughout the development to meet the objectives of Credit Valley Conservation.

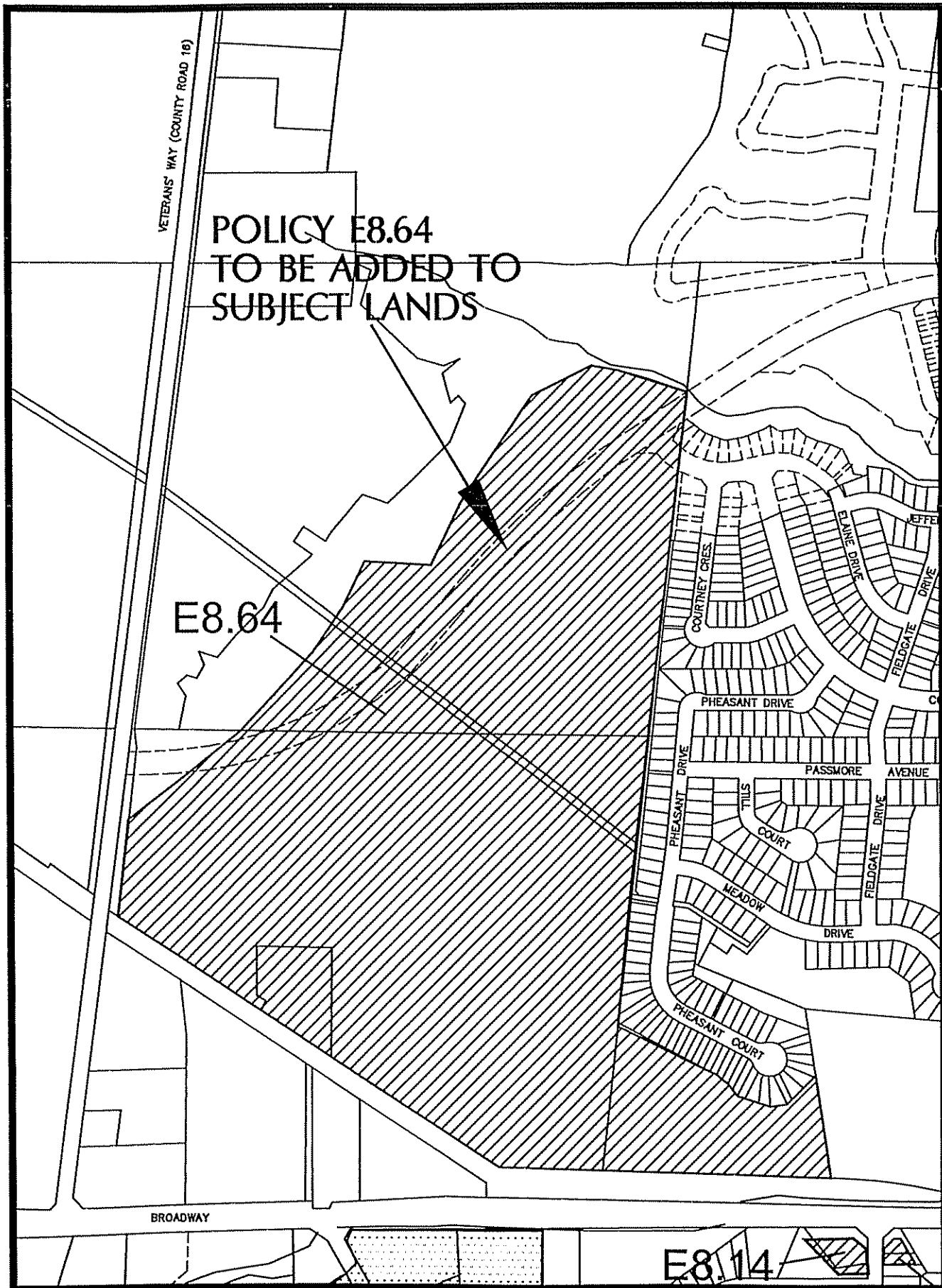
IMPLEMENTATION AND INTERPRETATION

The changes to the Official Plan as described in this Amendment shall be implemented in accordance with the implementation of the Official Plan of the Town of Orangeville as contained in Section H12 thereof.

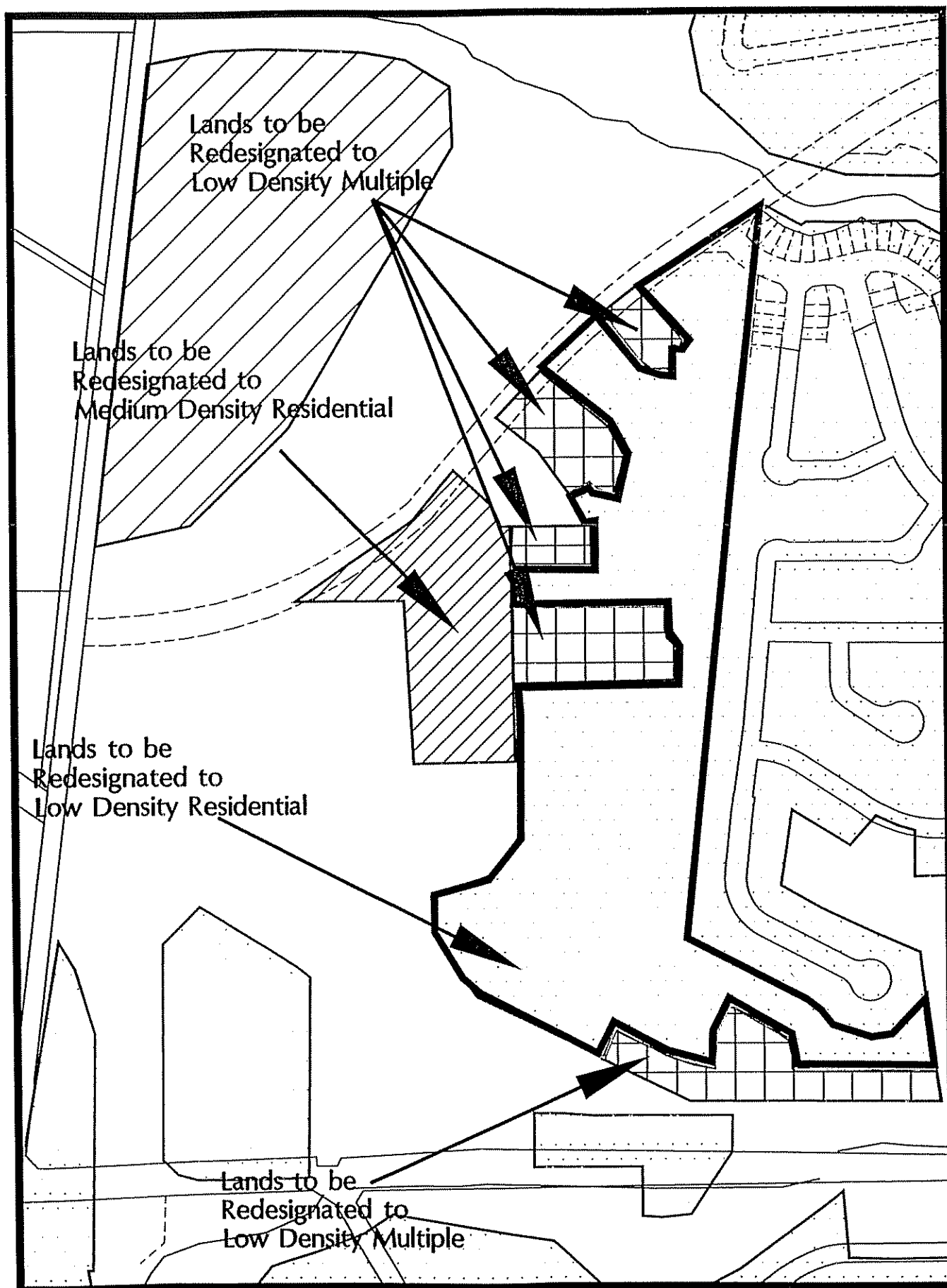
SCHEDULE "A" TO OFFICIAL PLAN AMENDMENT NO. 100



SCHEDULE "B" TO OFFICIAL PLAN AMENDMENT NO. 100



SCHEDULE "C" TO OFFICIAL PLAN AMENDMENT NO. 100



SCHEDULE "E" TO OFFICIAL PLAN AMENDMENT NO. 100

