

22 OP 3592 026

TOWN OF ORANGEVILLE

OFFICIAL PLAN AMENDMENT NO. 26

to the

ORANGEVILLE PLANNING AREA



Ministry of Municipal Affairs
Ministère des Affaires municipales

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14th Floor
Toronto, Ontario
M5G 2E5

777. rue Bay
14^e étage
Toronto (Ontario)
M5G 2E5

92/08/18

The Attached/Le (La, Les) OFFICIAL PLAN AMENDMENT 026
IN THE TOWN OF ORANGEVILLE Joint(e)(s)

APPROVED ON 17 AUG 1992

Submitted to Plans Administration was/a(ont) été soumis(e)(s) à l'administration des plans et a(ont) été

W C NORRIS CLERK
TOWN OF ORANGEVILLE
87 BROADWAY
ORANGEVILLE ONTARIO

Please Refer all Correspondence Related
to this Submission to:
Veuillez adresser toute la correspondance
relative à cet envoi à:
RIZALDO PADILLA
(416) 585-6046
Quoting Our File Number:/
en mentionnant notre numéro de dossier :
22-OP-3592026

AMENDMENT NO. 26
TO THE
OFFICIAL PLAN
FOR THE TOWN OF ORANGEVILLE

This amendment to the Official Plan for the Town of Orangeville which has been adopted by the Council of the Corporation of the Town of Orangeville, is hereby modified pursuant to Sections 17 and 21 of the Planning Act as follows:

1. Part A - The Preamble, #3, is hereby modified by deleting "Medium Density Residential".
2. Part A - The Preamble, (f), is hereby modified by its deletion and replaced by the following:

"Stormwater management is required to maintain base flow and the assimilative capacity of the Credit River and associated wetland. This requires that Best Management Practices be evaluated and implemented to mitigate impacts on water quantity and quality. This will involve the analysis of the hydrological regime of the amendment lands and surrounding areas"

3. Part A - The Preamble, (iii), is hereby modified by the deletion of the following:

iii) "Alternative alignments for the South Arterial Road were considered. The recommended alignment would have a right-of-way of 45 metres and a design speed of 100 km per hour. The alignment would cross the Credit River just south of an abandoned railway causeway to the west; would transverse along the southerly extremity of Lot 30 Concession I E.H.S. and may connect in the east to existing Highway 9 in the vicinity of First Line East of Caledon with an exact location to be determined by further studies. Traffic signals are expected at the arterial intersection with Highway 10.

In July of 1990, the Town initiated a Class Environmental Assessment for Municipal Road Projects. As of July 1990, the "preferred alternatives" for the South Arterial Road, established by the Class EA process is a corridor running west from Highway #10, approximately along the northerly limit of Lot 29, Concession 1, W.H.S., in the Town of Caledon, and ending at an intersection with Highway # 9, between the "C" Line and the "B" Line, in the Town of Orangeville.

THE OFFICIAL PLAN
FOR THE
TOWN OF ORANGEVILLE
AMENDMENT NO. 26

The attached maps and explanatory text, constituting Amendment Number 26 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, S.O., 1983.

on the 22nd day of July, 1991.



CLERK



MAYOR

PART A - THE PREAMBLE

1. Purpose

The purpose of the Amendment is to:

1. Designate the area of land recently annexed into the Town of Orangeville as shown on the attached Schedules, and more specifically to;
2. Designate the area of land shown on Schedule A Town of Orangeville Land Use Plan to Service Commercial, Residential, Open Space Recreation and Institutional.

MODIFICATION

NO. 1 ~~3~~ 3 Designate the area of land shown on Schedule B Town of Orangeville Residential Density Plan to Low Density Residential, ~~Medium Density Residential~~ and Low Density Multiple.
UNDER SECTION 17(1) OF THE PLANNING ACT.

4. Designate a collector road and Kings Highway on the area of land shown on Schedule D Town of Orangeville Roads Plan.
5. Establish a special policy reserving land which may be necessary for future transportation purposes.

2. Location

The lands being the subject matter of the Amendment are located on the east side of Highway 10/24, and south of Highway 9. The lands are described as Lot 30 Concession I E.H.S.

3. Basis of the Amendment

The subject area consists of approximately 100 acres. On August 1st, 1989 this land was annexed into the Town of Orangeville from the Town of Caledon. The annexation was agreed to by the Town of Orangeville, the Town of Caledon, the County of Dufferin and the Region of Peel. The subject area is mostly vacant.

In order to ensure that the annexed lands were developed in an appropriate manner the Town of Orangeville initiated a study to provide planning direction for the lands. Objectives of the study included:

- a) The preparation and review of land use plans;
- b) The establishment of transportation patterns;
- c) Review of servicing options;
- d) Consideration of Environmental constraints;
- e) Review of land use market and trends;
- f) Review of proposed Hospital site;
- g) Establishment of phasing priorities.

The results of the above study findings are as follows:

- a) There are no major environmental constraints to development within the annexed area.
- b) A range of population projections for the Town of Orangeville have been prepared, which anticipate a continued healthy rate of growth. By the year 2001 it is anticipated that the Town of Orangeville population will be in the order of 23,000 to 28,000 people.
- c) Commercial floor space has roughly doubled within the last 10 years. The amount of Highway/Service Commercial land remaining within the Town of Orangeville is relatively limited.
- d) With respect to Provincial Policies and Guidelines it is concluded that:
 - i) There is no conflict with the Provincial Mineral Aggregate Resource Policy Statement given the lack of Aggregate deposits in the area.
 - ii) There are no Wetlands within the annexed area.
 - iii) The proposed land use mix satisfies the requirements of the Provincial Housing Policy Statement.

- iv) With respect to the Provincial Foodland Guidelines the lands are within an urban community, are situated within the gravity service shed of the Town, and would include the site of a new Hospital to serve the health needs of the larger community.
- e) The proposed land use concept is acceptable from a transportation perspective.
- f) Storm water management is required to contain baseline flow into the Credit River to maintain the River's assimilative ground water recharge. MODIFICATION NO. 2 UNDER SECTION 17(1) OF THE PLANNING ACT.
- g) The subject lands can be serviced by a gravity sewer to the Town of Orangeville Treatment Plant.
- h) Analysis of the Municipality's water distribution system indicates that there is no significant impact to the existing distribution system as a result of the development of the subject property.
- i) An assessment of the Orangeville Treatment Plant indicates that the average daily flow is at the mandatory review level as required by the Certificate of Approval. The Town has commenced the necessary study required by the Certificate of Approval to have the Plant interim rating increased.
- j) The subject property includes a proposed hospital site to serve the County of Dufferin and the north portion of the Region of Peel.

Council of the Town of Orangeville on March 19, 1990 approved a land use concept for the subject lands and directed that appropriate amendments to the Official Plan be prepared to implement the approved land use.

The study incorporated a transportation component which concluded that:

- i) A new two lane South Arterial Road should be built between Highway 10 on the east and B Line on the west subject to further study of exact route location.
- ii) The South Arterial Road could be initially constructed as a two lane facility but ultimately a four lane road will be required.

- iii) ~~Alternative alignments for the South Arterial Road were considered. The recommended alignment would have a right-of-way of 45 metres and a design speed of 100 km per hour. The alignment would cross the Credit River just south of an abandoned railway causeway to the west; would traverse along the southerly extremity of Lot 30 Concession I.E.H.S. and may connect in the east to existing Highway 9 in the vicinity of First Line East of Caledon with an exact location to be determined by further studies. Traffic signals are expected at the arterial intersection with Highway 10.~~

MODIFICATION
3
No. UNDER SECTION 17(9) OF
THE PLANNING ACT.

~~In July of 1990, the Town initiated a Class Environmental Assessment Study of the South Arterial Road, following the Class Environmental Assessment for Municipal Road Projects. As of July 1990, the "preferred alternative" for the South Arterial Road, established by the Class EA process, is a corridor running west from Highway #10, approximately along the northerly limit of Lot 29, Concession 1, W.H.S., in the Town of Caledon, and ending at an intersection with Highway #9, between the "C" Line and the "B" Line, in the Town of Orangeville.~~

Further, on July 16, 1990, Town Council approved a report from McCormick Rankin, Consulting Engineers, dated July 12, 1990, and entitled, Town of Orangeville Major Road Alignment Study, South East Area. This report, among other things, defined the proposed collector road system required to accommodate the development proposed for this area.

MODIFICATION
3
No. UNDER SECTION 17(9) OF
THE PLANNING ACT.

~~Should the Ministry of Transportation determine that a realignment of Highway #9 in this area is required, the possibility of utilizing the South Arterial Road will be pursued through establishment of a connection through the southern portion of Lot 30, Concession 1, E.H.S., using the east/west collector road and area reserved for "future transportation purposes", identified by way of this amendment.~~

A review policy will be put into effect, which would allow the area reserved for "future transportation purposes" to be developed should it not be required for transportation purposes in the future.

A review of the existing Highway Commercial policies of the Official Plan indicates that these current policies provide for only a limited number and type of uses and that additional lands for this type of use are required. The amendment would expand this designation by replacing the Highway Commercial designation with a Service Commercial designation.

PART B - THE AMENDMENT

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

1. Section E.2.4.4 Highway Commercial is deleted in its entirety and is replaced with the following:

"E.2.4.4 Service Commercial

In areas designated Service Commercial land shall be used for those commercial uses which meet the following basic characteristics:

- a) They provide a specialized product or service to persons coming specifically to the premises to do business and therefore should not be required to locate in the Town's pedestrian oriented comparison shopping areas such as the General Commercial and Neighbourhood Commercial designations.
- b) They rely on business from exposure to the travelling public, and require a location readily accessible to major transportation routes.
- c) Their physical requirements in terms of the size and shape of the site or building, their locational requirements or the nature of operation is such that they are not generally suitable, economically viable nor compatible for incorporation into a shopping centre.

More specifically permitted uses shall include such uses as automobile dealerships, used car lots, automobile parking depots, automobile service stations, public garages, restaurants, motels, building supply sales, warehouses with accessory retail, furniture and home furnishing stores, wholesale outlets, hardware stores, animal hospitals or boarding kennels, repair service and rental establishments, commercial recreation uses, private clubs, offices, funeral homes, financial institutions, personal services, convenience commercial uses, day care centres and types of uses that require large display or storage areas. General retail uses normally found in the commercial core or in shopping centres are not permitted in the service commercial designation."

MODIFICATION

No. 4
UNDER SECTION 17(9) OF
THE PLANNING ACT.

- 2. Schedule "A", Land Use Plan, is amended by adding the lands shown on the attached Schedule "A" and designating the lands Service Commercial, Residential, Open Space Recreation and Institutional as shown on the attached Schedule "A".
- 3. Schedule "B", Residential Density Plan, is amended by adding the lands shown on the attached Schedule "B" and designating the lands Low Density Residential, ~~Medium Density Residential~~ and Low Density Multiple as shown on the attached Schedule "B".
- 4. Schedule "D", Roads Plan, is amended by adding the lands shown on the attached Schedule "C", and by designating a collector road and Kings Highway as shown on the attached Schedule "C".

MODIFICATION
No. 2
UNDER SECTION 17(9) OF
THE PLANNING ACT.

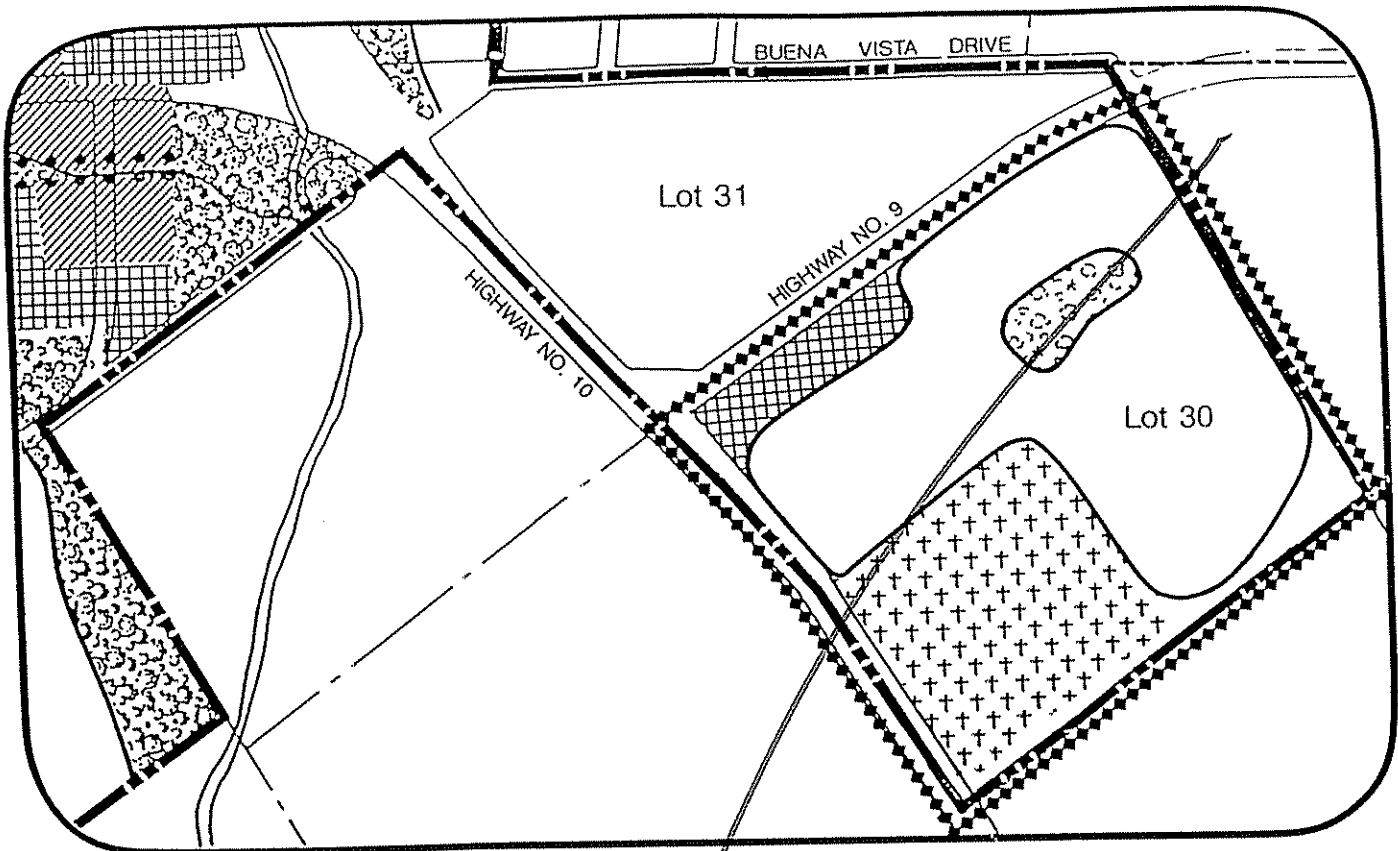
- 5. Section F5 is amended by adding the following at the end thereof:

MODIFICATION
No. 5
UNDER SECTION 17(9) OF
THE PLANNING ACT.






"F5.9 The lands affected by this policy area may be required for a future alignment option for a collector road connecting these lands to neighbouring lands to the east, in the Town of Caledon.

Nothing in this amendment shall prevent the owner of the subject property from requesting that the Town, from time to time, review the appropriateness of preserving these lands for "future transportation purposes", and from requesting that the Town give consideration to proposals to appropriately develop this property".

SCHEDULE 'A' TO OFFICIAL PLAN AMENDMENT NO.26
















SCHEDULE 'A'
THE OFFICIAL PLAN FOR
THE TOWN OF ORANGEVILLE
LAND USE PLAN

-  AREA AFFECTED BY THIS AMENDMENT AND AREA TO BE ADDED TO SCHEDULE 'A'
-  AREA TO BE DESIGNATED RESIDENTIAL
-  AREA TO BE DESIGNATED SERVICE COMMERCIAL
-  AREA TO BE DESIGNATED OPEN SPACE RECREATION
-  AREA TO BE DESIGNATED INSTITUTIONAL

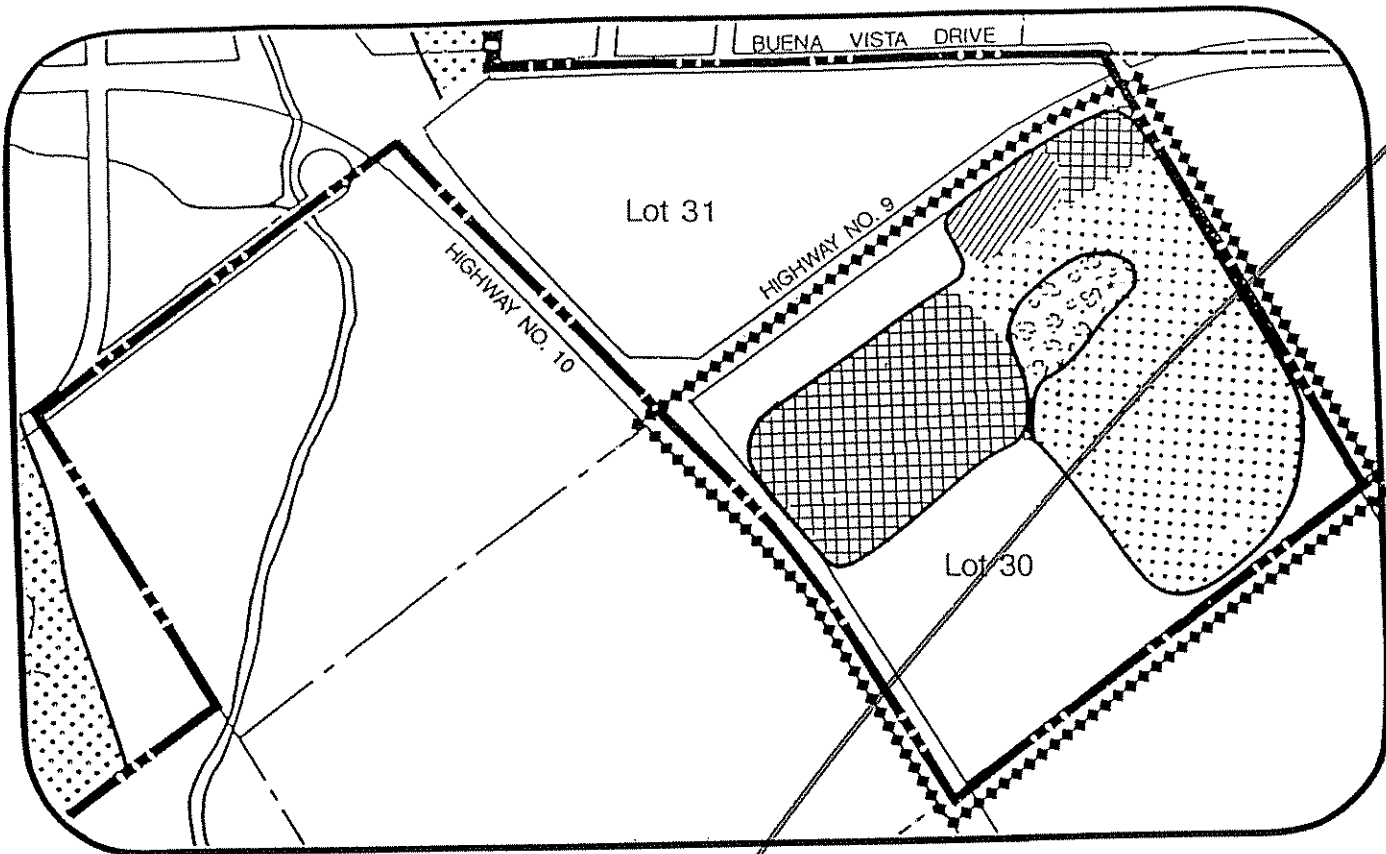
MODIFICATION
NO. 7
UNDER SECTION 17(9) OF
THE PLANNING ACT,



SCALE 1:10 000

-  Residential
-  General Commercial
-  Neighbourhood Commercial
-  Restricted Commercial Residential
-  Service Commercial
-  Convenience Commercial
-  Industrial
-  Open Space Recreation
-  Open Space Conservation
-  Institutional
-  Contingency Secondary School Site
-  Policies for Specific Areas
Refer to Section 22 of the Official Plan
-  Approximate Extent of Mill Creek Floodline
(See Policy 25.4.01)

SCHEDULE 'B' TO OFFICIAL PLAN AMENDMENT NO.26



SCHEDULE 'B'
THE OFFICIAL PLAN FOR
THE TOWN OF ORANGEVILLE
RESIDENTIAL DENSITY PLAN



AREA AFFECTED BY THIS AMENDMENT AND
AREA TO BE ADDED TO SCHEDULE 'B'



AREA TO BE DESIGNATED LOW DENSITY RESIDENTIAL



AREA TO BE DESIGNATED
LOW DENSITY MULTIPLE RESIDENTIAL



AREA TO BE DESIGNATED
MEDIUM DENSITY RESIDENTIAL

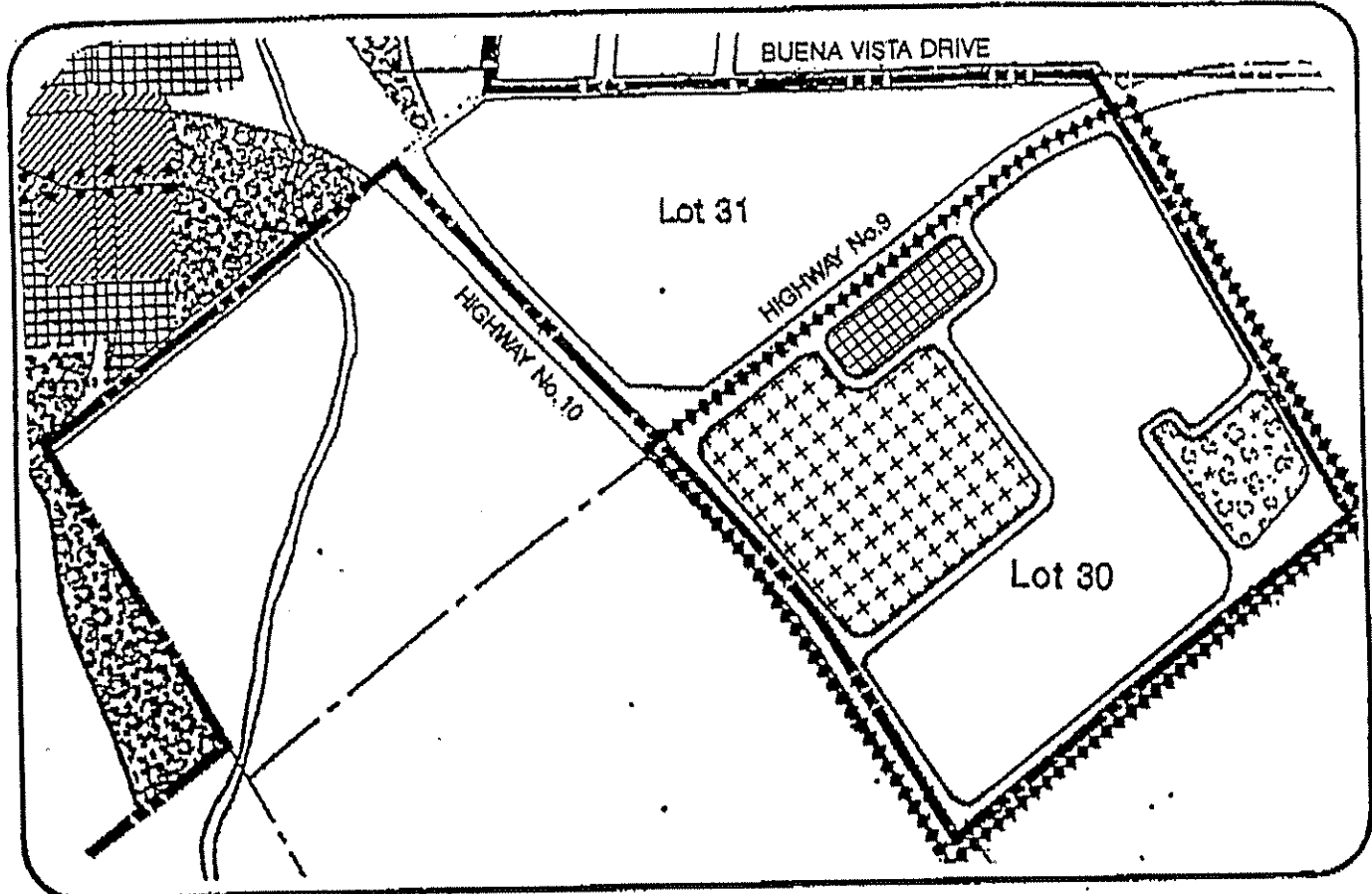
SCALE 1:10 000








MODIFICATION
No. 8
UNDER SECTION 17(7) OF
THE PLANNING ACT.

	Maximum No. of Units per Net Residential ha.	See Table 11.1.1
Estate Residential		
Low Density Residential	25	
Low Density Multiple	49	
Medium Density Residential	99	
High Density Residential	124	
Policies for Specific Area		

SCHEDULE "A" TO OFFICIAL PLAN AMENDMENT No.26

















SCHEDULE "A"
 THE OFFICIAL PLAN FOR
 THE TOWN OF ORANGEVILLE
 LAND USE PLAN

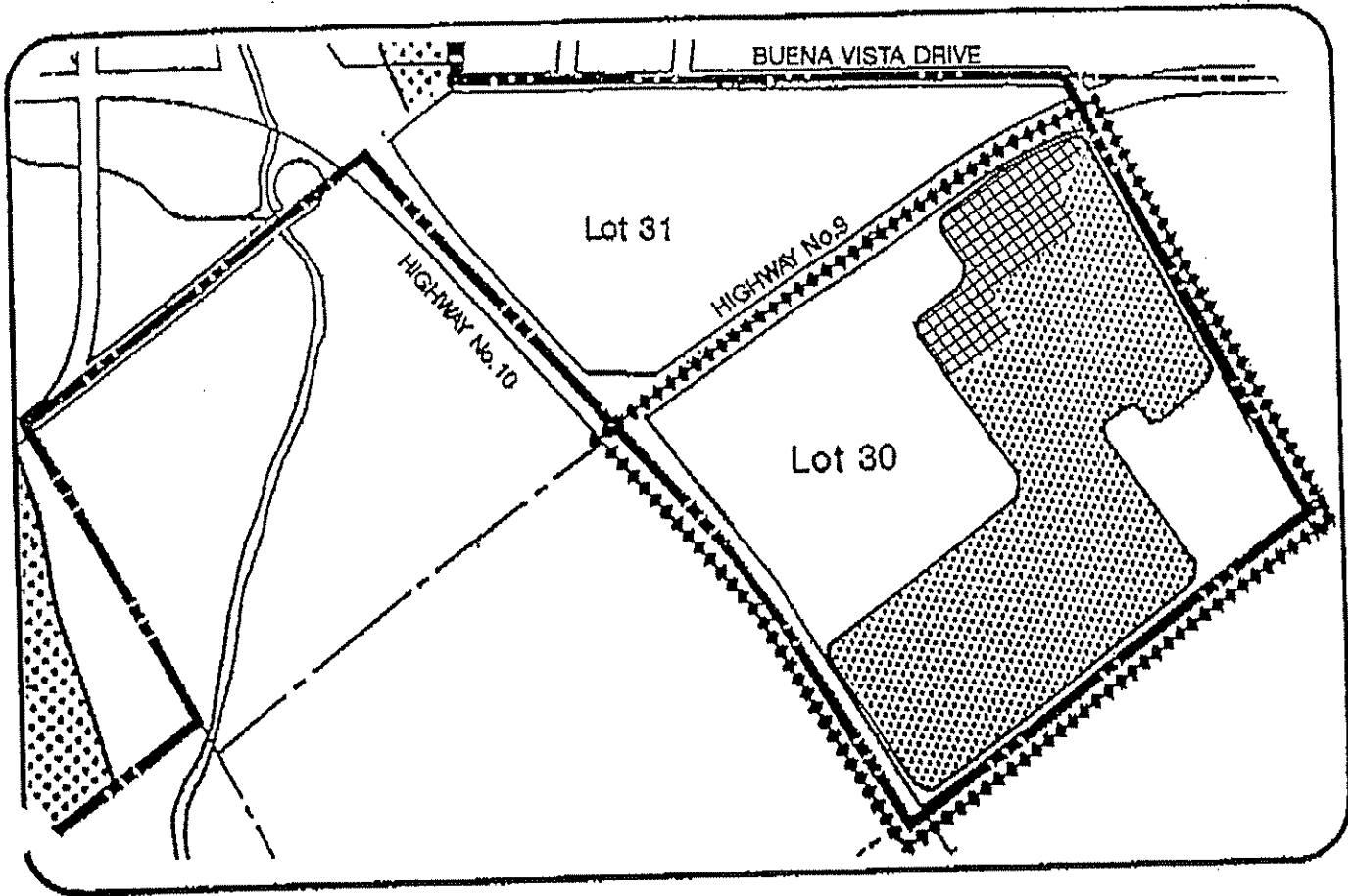
-  AREA AFFECTED BY THIS AMENDMENT AND AREA TO BE ADDED TO SCHEDULE "A"
-  AREA TO BE DESIGNATED RESIDENTIAL
-  AREA TO BE DESIGNATED SERVICE COMMERCIAL
-  AREA TO BE DESIGNATED OPEN SPACE RECREATION
-  AREA TO BE DESIGNATED INSTITUTIONAL



SCALE 1:10000

-  Residential
-  General Commercial
-  Neighbourhood Commercial
-  Restricted Commercial Residential
-  Service Commercial
-  Convenience Commercial
-  Industrial
-  Open Space Recreation
-  Open Space Conservation
-  Institutional
-  Contingency Secondary School Site
-  Policies for Specific Areas
-  Approximate Extent of
-  Mill Creek Flood Line


SCHEDULE "B" TO OFFICIAL PLAN AMENDMENT No.26




SCHEDULE "B"


THE OFFICIAL PLAN FOR
THE TOWN OF ORANGEVILLE

RESIDENTIAL DENSITY PLAN

 AREA AFFECTED BY THIS AMENDMENT
AND AREA TO BE ADDED TO
SCHEDULE "B"

 AREA TO BE DESIGNATED
LOW DENSITY RESIDENTIAL

 AREA TO BE DESIGNATED
LOW DENSITY MULTIPLE RESIDENTIAL

 AREA TO BE DESIGNATED
MEDIUM DENSITY RESIDENTIAL


 Estate Residential

 Low Density Residential 25

 Low Density Multiple 49

 Medium Density Residential 99

 High Density Residential 124

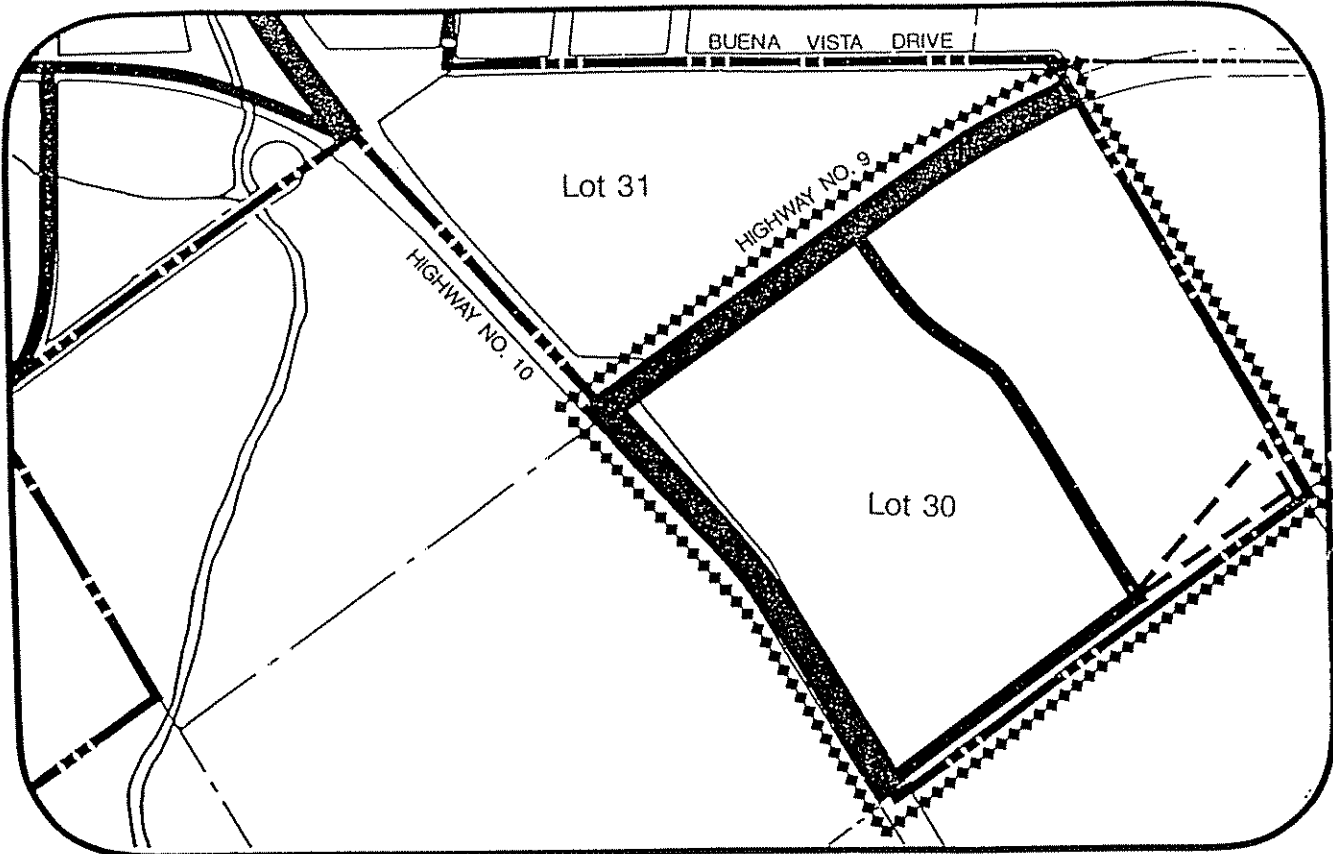
 Policy for Specific Area

Max. Number of
Units Per Net
Residential Ha



SCALE 1:10000

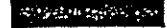



SCHEDULE 'C' TO OFFICIAL PLAN AMENDMENT NO.26



SCHEDULE 'D'

THE OFFICIAL PLAN FOR
THE TOWN OF ORANGEVILLE

ROADS PLAN

-  Kings Highway
-  Arterial Road
-  Collector Road
-  See Policy F59



AREA AFFECTED BY THIS AMENDMENT AND
AREA TO BE ADDED TO SCHEDULE 'D'

SCALE 1:10 000

