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OPA 63

THE CORPORATION OF THE TOWN OF ORANGEVILLE

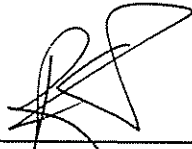
BY-LAW NUMBER 41-2000 :

A by-law to adopt Amendment No. 63 to the Official Plan (OPZ 3/00, Town of Orangeville)

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. 63 to the Official Plan for the Town of Orangeville, consisting of the attached explanatory text is hereby adopted.

READ A FIRST, SECOND AND THIRD TIME AND PASSED IN OPEN COUNCIL THIS 15th DAY OF MAY, 2000.



Robert S. Adams
Mayor



Linda J. Dean
Town Clerk

**THE OFFICIAL PLAN
FOR THE
TOWN OF ORANGEVILLE
AMENDMENT NO. 63**

The attached explanatory text, constituting Amendment Number 63 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 May 15, 2000.

Robert S. Adams
Mayor

Linda J. Dean
Town Clerk

THE OFFICIAL PLAN
FOR THE
TOWN OF ORANGEVILLE
AMENDMENT NO. 63

PART A - THE PREAMBLE

1. Purpose of the Amendment

The purpose of the amendment is to incorporate Neighbourhood Design policies into the Official Plan.

2. Location

This amendment applies to lands located throughout the Town of Orangeville.

3. Basis of the Amendment

The amendment is based on planning staff reports dated February 3, 2000 and March 30, 2000.

PART B - THE AMENDMENT

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

1. Section "E" of the Official Plan is hereby amended to add the following text thereto:

"E 1.8 **NEIGHBOURHOOD DESIGN**

- E 1.8.1 The Town's neighbourhoods will generally contain a mix of lot sizes in order to achieve visual variety and to accommodate a broader range of households. Concentrations of small lots will be avoided. The actual mix will be determined on a subdivision-specific basis having regard for the mix of lot sizes in the neighbourhood.
- E 1.8.2 When designing new residential neighbourhoods or considering changes to existing ones, Council will seek to integrate local vistas, heritage features, and natural and groomed landscapes to create a sense of place and foster neighbourhood identity. Wherever possible, public parks will enjoy full street frontage on one or more sides. Conservation lands also will enjoy frontage on public streets, or will be linked visually and functionally to the adjoining neighbourhood by attractive vista strips at strategic locations such as at the head of a street.
- E 1.8.3 Neighbourhood design will promote walking activity to lessen dependence on the automobile, promote human health, and strengthen community bonds by providing opportunities for casual encounters. Accordingly, the Town's neighbourhoods will contain an interconnected street pattern designed to provide a variety of convenient walking routes. In particular, the neighbourhood's focal points such as public open spaces, commercial facilities, schools, places of worship and bus stops will be designed to be conveniently accessible by foot from all dwellings.
- E 1.8.4 Turning circles will be avoided wherever possible owing to difficulties that have been experienced with snow clearing and removal operations. Where turning circles are inevitable, consideration will be given to the provision of a landscaped parking feature in the centre.
- E 1.8.5 Street trees will be planted at regular intervals to define the character of the street. Where space permits they will be located between the sidewalk and the curb to foster the creation of a canopy over the street.

- E 1.8.6 The visual prominence of garages occupying the front of a dwelling will be reduced or minimized by bringing forward other building elements such as porches, the main front wall, or habitable space over the garage, and by controlling garage sizes on small lots. Reduced front yards for the main front wall of the dwelling, or yard encroachments for porches and verandahs may also be appropriate, in order that the garage may be recessed relative to other building elements.
- E 1.8.7 The on-street parking supply for new residential neighbourhoods will be addressed prior to the granting of approval for a new subdivision to ensure that adequate parking is available for visitors. Wherever possible, driveways and municipal services will be arranged in a manner that maximizes potential on-street parking space.