

AMENDMENT NO. 1

**TO THE
OFFICIAL PLAN**

***FOR THE*
CITY OF DRYDEN**

Prepared by



**As Approved by the Ontario Municipal Board
March 28, 2007**

INTRODUCTION

PART A – THE PREAMBLE does not constitute part of this Amendment.

PART B – THE AMENDMENT, consisting of the following text and schedule constitutes Amendment No. 1 to the Official Plan for the City of Dryden.

Also attached is **PART C – THE APPENDIX**, which does not constitute part of this Amendment. The Appendix contains the Public Meeting Minutes associated with this Amendment.

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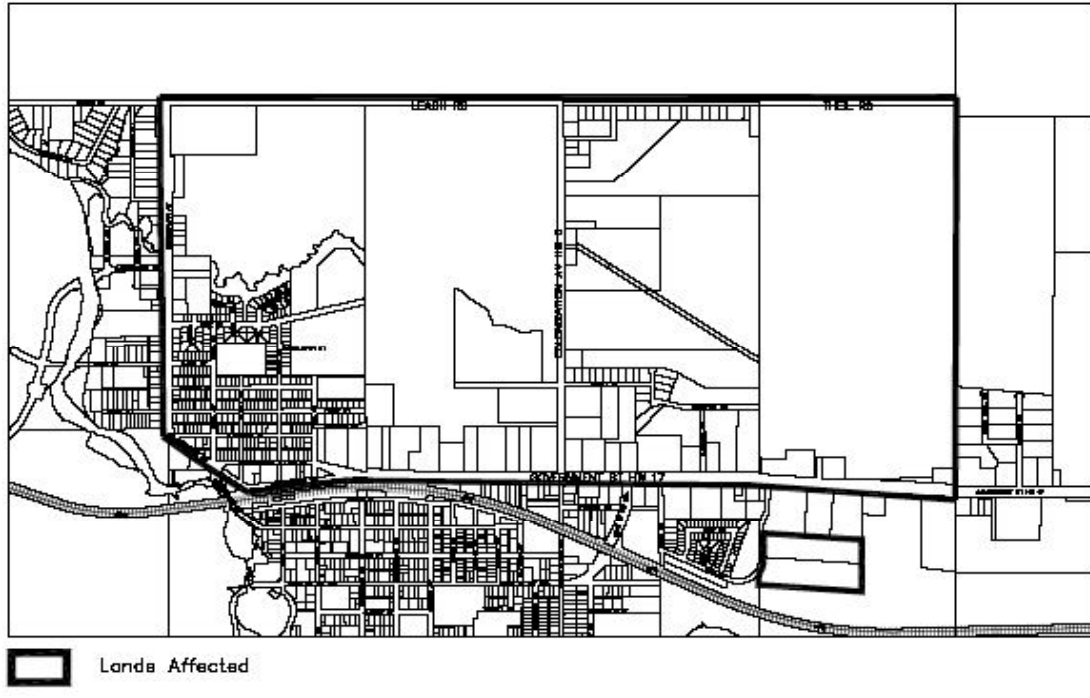
PART A – THE PREAMBLE

1.0 PURPOSE OF AMENDMENT

The purpose of this Official Plan Amendment is to provide updated planning policies for the lands within the Dryden Urban Service area north of Highway 17, referred to as North Dryden. The Amendment revises the Road Classification shown on Schedule C, Map No. 1 to provide for a long term road pattern that will minimize traffic congestion and conflicts in the Highway 17 corridor and provide alternatives for local trips within the City. The Amendment also revises the land use designations shown on the Land Use Plan, Schedule A, Map No.1 to provide greater detail and certainty with respect to the future development of the lands. The amendment also adds development policies specifically related to the development of North Dryden.

2.0 LOCATION OF AMENDMENT

This amendment affects the lands north of Highway 17 in the Urban Service Area as shown on the attached map.



3.0 BASIS OF AMENDMENT

When the City of Dryden Official Plan was prepared in 1999 it was recognized that the North Dryden area represented the best opportunity for urban expansion. The lands can be relatively easily serviced with full municipal services and are physically well suited for development. The lands are presently designated as Future residential and regional Business Centre.

In 2005 the City completed a Land Use Implementation and Servicing Plan (EarthTech and Meridian Planning 2005). This plan establishes a long-term servicing and transportation strategy for the City. As part of that study the City examined the Highway 17 corridor that presently divides the City. Through that work a number of improvements to the road configurations in the City were identified. In addition a detailed development plan for North Dryden was prepared. This amendment implements the recommendations of that report. A copy of the background report is attached as Appendix A to this Amendment.

Implementation of recommendations of the Land Use Implementation and Servicing Plan will require the City to actively seek improvements to private lands in order to minimize the number of entrances onto Highway 17 and encourage improvements to internal parking areas to minimize the need to use the highway to access commercial uses. To encourage this action the Amendment incorporates Community Improvement policies into the Official Plan, thus enabling the City to prepare a Community Improvement Plan at some time in the future.

The Amendment also identifies an area of the City that provides an excellent opportunity to provide for affordable housing through infilling while improving the roadway connection to

an existing modular home neighbourhood. These lands, located south of Highway 17 are proposed to be designated from Regional Business Centre to Residential Development Area.

The public has been consulted throughout the preparation of the Land Use Implementation and Servicing Plan with Open House sessions in July 2004 and November 2004. A public meeting under Section 17 of the Planning Act was held in November 2005. Public comments were received and incorporated into the proposed amendment.

PART B – THE AMENDMENT

DETAILS OF THE AMENDMENT

The Official Plan for the City of Dryden is hereby amended as follows:

1. Schedule A, the Land Use Plan to the Official Plan is hereby amended by changing the land use designations and to change the word 'Future Residential' on the legend to "Residential Development" as shown on Schedule A-1 attached to and forming part of this Amendment.

2. The Residential Development policies in Section 4.2 should be amended to include the following:

“4.2.8 In the North Dryden Area and central school and park campus shall be developed in a manner that provides for shared use of open space and parking facilities and connecting to the Open Space trail system at Swanson’s Creek.

4.2.9 Development of the North Dryden Area will be contingent on the availability of sewage treatment capacity and municipal water.

4.2.10 Planning objectives for the North Dryden Area shall be implemented through rezoning and lot creation to provide for a range of housing. Approximately 25% of the residential units created in this area shall be developed at medium densities. In addition, approximately 66% of the medium density units shall be created through intensification or infilling.”

3. Schedule C, the Road Classification System is hereby amended by:

- i. Showing the extension of Duke Street to Colonization Road;
- ii. Eliminating the collector road through north Dryden; and
- iii. Identifying a future collector road through North Dryden,

as shown on Schedule C-1, attached to and forming part of this Amendment.

4. Sections 4.3.2.2 i) and ii) are hereby deleted and replaced with the following:

“i) parking areas and access shall be limited wherever possible along Highway 17. Along this portion of the highway, the number of commercial entrances to Highway 17 will be reduced and access to the rear of the lots fronting onto Highway 17 will be provided;

- ii) **through the use of site plan control the City may acquire sufficient land to provide for a five lane cross section with sidewalks on both sides of the Regional Business Centre and provision for a parallel service road to the rear of the lots on the north and south side of Highway 17.”**
5. Section 5.4, Land Use Compatibility is amended by adding the following after the first paragraph:
- “Applications for residential or other sensitive land uses within 300 to 1000 metres of a rail yard, or within 300 metres of a railway corridor, or within 50 metres of a Provincial highway corridor shall be accompanied by a noise study completed to the satisfaction of Council in consultation with the railway or highway authority. Development within 75 metres of a railway shall be accompanied by a vibration study. Conditions of approval of the application may be contingent on the incorporation of mitigation measures such as setbacks, berms and fencing and warning clauses registered on the title of the lands.**
6. Section 7.0, Transportation to add the following:
- ”7.9 The City may, by By-law, close existing roadways and laneways that have access to Highway 17 in order to redirect residential traffic away from the highway and to signalized intersections with the highway.**
- 7.10 The Ministry of Transportation is in the process of determining a future route for a re-alignment of Highway 17 in the City. When the proposed route has been established through the Environmental Assessment process the location of the proposed roadway will be shown in the Schedules to this Plan. In addition the City shall undertake an assessment of the impact of the new highway alignment on access and operations of those business that rely on highway traffic. As the result of this further assessment the City shall, where appropriate, revise the road pattern shown on Schedule C to ensure that City roads and business will be well connected to the highway.**
- 7.11 Following completion of a direct Duke Street – Colonization Road connection, Colonization Road north of Highway 17 will become a Collector Road . The future road pattern for the North Dryden Area is shown on Appendix No. 1 to this Plan. ”**
7. The following Section is added after Section 8.4 and Sections 8.5, 8.6 and 8.7 are renumbered to 8.6, 8.7, and 8.8.

8.5 COMMUNITY IMPROVEMENT

These policies are intended to provide a basis and mechanism for the Township to utilize the provisions of Section 28 of the Planning Act to encourage the development, redevelopment revitalization and renewal of the community of Dryden. These policies provide a basis for the City to enter into agreements with the private and public sector to create partnerships in the enhancement of the community.

Council will undertake Community Improvements in order to implement the policies of this Plan as municipal finances and other sources of funding permit. Wherever possible the City shall seek funding from senior government sources and other partnerships to assist in community improvement programs.

8.5.1 Community Improvement Areas

The Dryden Urban Service Area as shown on Schedule A, Map No. 1 shall be defined as Community Improvement Areas.

8.5.2 Community Improvement Plans

Within Community Improvement Areas defined by Council, Council may prepare and adopt Community Improvement Plans that will identify specific public and private projects and works that are intended to improve the appearance and contribute to the economic viability and safety of an area. In addition the Community Improvement Plan may identify incentives that may be used by the City to encourage investment in private lands and public works programs designed to improve economic development and safety in the Community Improvement Plan Area.

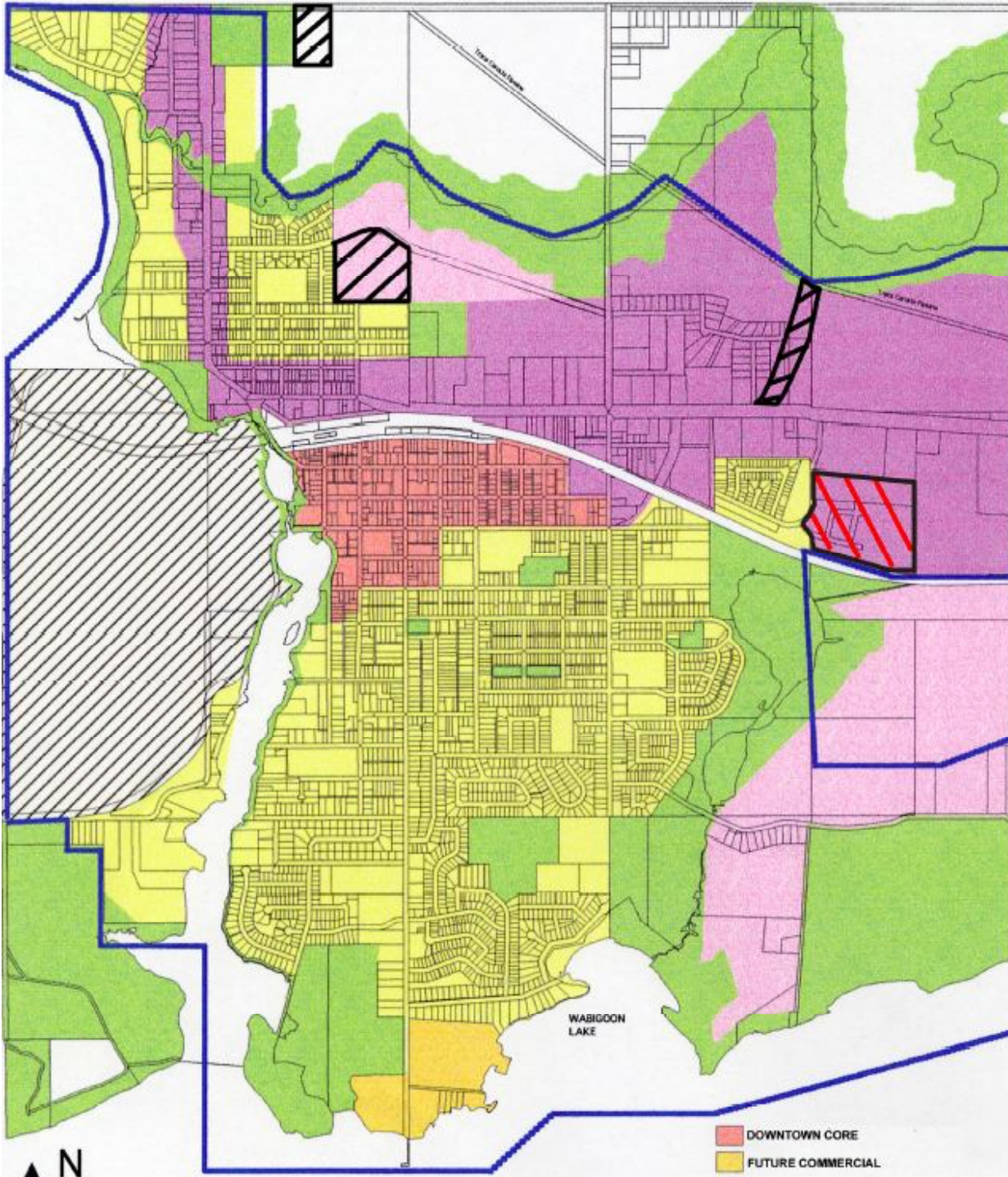
8.5.3 Community Improvement Projects

Community Improvement projects shall include but not be limited to:

- i. The development of a municipal wide recreational trail and parks system;
- ii. Improvements to sidewalks and road surfaces to enable safe and comfortable travel by pedestrians, bicycles and vehicles;
- iii. Improvements to the road system to minimize traffic conflicts and congestion including the closing of entrances, merging of parking areas and land acquisition as may be necessary to develop new roadways;
- iv. Completing a comprehensive storm water management program, and

- v. Encouraging residents, business owners and service groups to participate in tree planting and street beautification programs and improvements to private buildings and properties.
8. Adding Appendix No. 1 – North Dryden Development Plan, as attached to this Amendment as Appendix No. 1 to the Official Plan

Schedule 'A-1'
 Official Plan Amendment No. _____
 City of Dryden



N
 April, 2006

SCALE 1:4,000

 Lands to be designated Residential Development
 Lands to be designated Open Space

-  DOWNTOWN CORE
-  FUTURE COMMERCIAL
-  RESIDENTIAL DEVELOPMENT
-  STABLE AREAS
-  STABLE AREAS-HEAVY INDUSTRIAL
-  OPEN SPACE AND NATURAL AREAS
-  REGIONAL BUSINESS CENTRE
-  RURAL
-  URBAN SERVICE AREA

