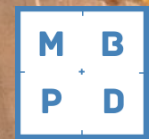




# Town of Orangeville East and West Broadway Corridor Background Study April 2025





April 2025 Update – Background Report

# Table of Contents

- 1.0 Introduction ..... 1**
- 1.1 Why Look at East and West Broadway? ..... 2
- 1.2 What is a Corridor Study? ..... 3
- 1.3 Study Area ..... 3
- 1.4 Study Approach ..... 5
- 1.5 Purpose of the Background Report ..... 5
- 2.0 Legislative ..... 6**
- and Policy Review ..... 6**
- 2.1 Planning Act ..... 7
- 2.2 Ontario Heritage Act ..... 7
- 2.3 Bill 212, Reducing Gridlock, Saving You Time Act, 2024 ..... 7
- 2.4 Provincial Planning Statement (2024) ..... 7
- 2.5 Credit Valley Conservation Authority ..... 9
- 2.6 Dufferin County ..... 11
- 2.6.1 Official Plan (July 2017 Office Consolidation) ..... 11
- 2.6.2 Dufferin County Transportation Master Plan ..... 14
- 2.7 Town of Orangeville ..... 16
- 2.7.1 Official Plan (December 2025 Office Consolidation) ..... 16
- 2.7.2 Town of Orangeville Heritage Register and HCD ..... 20
- 2.7.3 Community Improvement Plan and Design Guidelines ..... 22

**April 2025 Update – Background Report**

2.7.4 Town of Orangeville Parking Study..... 25

2.7.5 Town of Orangeville Zoning By-law ..... 26

**3.0 Existing Conditions..... 30**

3.1 Land Use ..... 31

3.2 Built Form ..... 31

3.3 Current and Recently Approved Development Applications ..... 32

3.4 Transportation Network..... 33

3.4.1 Study Area Overview..... 33

3.4.2 Existing Study Area Intersections ..... 33

3.4.3 Transit Services..... 36

3.4.4 Existing Traffic System ..... 37

3.4.5 Capacity Analysis at Intersections – Existing Conditions ..... 39

3.5 Infrastructure and Services ..... 40

3.5.1 Water ..... 40

3.5.2 Sewage ..... 41

3.5.3 Stormwater..... 42

3.5.4 Utilities ..... 43

3.5.5 Source Water Protection ..... 43

3.6 Open Spaces..... 46

3.7 Natural Heritage and Hazards..... 48

**4.0 Best Practices..... 51**

4.1 Village of Bolton – Queen Street Corridor Study ..... 52

4.2 Uptown Waterloo – Streetscape Strategy ..... 55

**April 2025 Update – Background Report**

4.3 Town of Newmarket – Yonge and Davis Streetscape Master Plan..... 59

**5.0 Consultation ..... 62**

**6.0 SWOT Analysis..... 66**

6.1 East Broadway Focus Area..... 67

6.2 West Broadway Focus Area..... 69

**7.0 What We Know & Next Steps..... 73**

**Appendix A..... 1**

**Appendix B..... 1**

**Appendix C..... 1**

7.1 Existing Area Road Network ..... 2

**Appendix D..... 1**

**Table of Figures**

Figure 1: Study Area ..... 4

Figure 2: CVC Regulation Limit..... 10

Figure 3 Town of Orangeville Natural Heritage Features..... 13

Figure 4 Excerpted Figure 37 of the Dufferin County Transportation Master Plan Alternative 3 Roadway Improvements ..... 14

Figure 5 Dufferin County Transportation Master Plan Active Transportation Network ..... 15

Figure 6 Official Plan Designations Overall Study Area..... 16

Figure 7 Official Plan Designations West Study Area ..... 18

Figure 8 Official Plan Designations East Study Area..... 19

Figure 9 Listed and Designated Heritage Buildings Within Study Area..... 21

Figure 10 Boundaries of Draft Merchants and Prince of Wales HCD..... 22

Figure 11 - CIP Boundaries East Broadway Study Area..... 23

Figure 12 - CIP Boundaries West Broadway Study Area..... 23

Figure 13 Zoning By-law Overall Study Area..... 27



**April 2025 Update – Background Report**

Figure 14 Zoning By-law East Broadway..... 28

Figure 15 Zoning By-law West Broadway..... 29

Figure 16 Transit Services - West Broadway ..... 36

Figure 17 Transit Services - East Broadway ..... 36

Figure 18 West Broadway - Existing Traffic Volumes ..... 38

Figure 19 East Broadway - Existing Traffic Volumes ..... 38

Figure 20 Broadway Source Protection Areas..... 45

Figure 21 Open Spaces and Parks within Study Area ..... 47

Figure 22 Natural Heritage Features and Areas within Study Area..... 49

Figure 23 Natural Hazards ..... 50

Figure 24 Bolton Queen Street Corridor Study - Elizabeth Street Cross Section Options..... 53

Figure 25 Bolton Queen Street Corridor Study - Railway Bridge/ Ellwood Drive Cross Section Options..... 54

Figure 26 Uptown Waterloo King Street Cross Section ..... 56

Figure 27 King Street South of Spring Street in 2014 (Left) and 2024 (Right) ..... 57

Figure 28 King Street at Yonge Street in 2014 (Left) and 2024 (Right)..... 58

Figure 29 Yonge and Davis Streetscape Master Plan ..... 59

Figure 30 YDSMP Dual Street Typology ..... 61

Figure 31 Bar Chart for Survey Question: Which of the Following Would Make You More Likely to Spend Time in the Focus Areas?64

Figure 32 Bar Chart for Survey Question: What Would Make Walking Around the Focus Areas More Comfortable and Attractive to You?  
..... 64

Figure 33 On Street Parking Restrictions West Broadway Study Area ..... 4

Figure 34 On Street Parking Restrictions East Broadway Study Area ..... 5

# 1.0 Introduction





**April 2025 East and West Broadway Corridor Background Study**

1.0 Introduction

**1.1 Why Look at East and West Broadway?**

Broadway is the primary east and west thoroughfare running centrally across the Town of Orangeville, spanning from Highway 10 to the east and County Road 23 to the west. It traverses the Town’s Downtown area, its Central Business District. The Downtown also contains a wealth of cultural heritage resources and is designated as a Heritage Conservation District under the *Ontario Heritage Act*. There have been several studies and plans completed for the Downtown Area, with committed public investments to improve the downtown segment of Broadway. However, there has been less focus on the sections of Broadway on the periphery of the Downtown area, where the design of infrastructure and buildings is reflective of various time periods, resulting in a lack of a cohesive streetscape which does not encourage active transportation. Broadway east of the Downtown Area, is primarily occupied by auto-oriented and service commercial uses whereas Broadway to the west of the Downtown area consists of historical residential and limited commercial uses.





## April 2025 East and West Broadway Corridor Background Study

### 1.0 Introduction

Over the past few years, an increasing number of proposals and planning applications have been submitted for the areas along Broadway, east and west of the Downtown area (Section 3.3). The number of development applications for these areas is expected to increase given Dufferin County's growth forecasts and increased intensification target for the Town. In addition to these pressures, the streetscape and infrastructure for Broadway to the east and west of the Downtown is aging. Thereby necessitating the need for a public realm and land use study to establish a vision for these areas to guide: design, land use and future public investment decisions.

### 1.2 What is a Corridor Study?

In the summer of 2023, the Town of Orangeville retained J.L. Richards and Associates Ltd (JLR) and M. Behar Planning and Design Limited (MBPD) to undertake the East and West Broadway Corridor Planning Study. The purpose of the Study is to evaluate the sections of Broadway, to the east and west of the Downtown Area to establish a vision, land use and public realm plan to facilitate the creation of a vibrant, accessible and sustainable corridor, with a character that is distinct from but builds upon the rich character and heritage downtown. This study will be informed by broad community engagement to ensure the plan balances provincial planning objectives and community interests.

### 1.3 Study Area

The Study Area is divided into two focus areas: East Broadway and West Broadway.

The East Broadway focus area is bound by Highway 10 to the east, Third Street/Wellington Street to the west and is generally south of First Avenue (**Figure 1**).

The West Broadway focus area is bound by lands between Centre Street/Clara Street to the east, the lands between Blind Line to the west, and generally includes the properties fronting the north side of Broadway and to the south, includes the lands between Broadway and the former Orangeville-Brampton Railway line (**Figure 1**).

April 2025 East and West Broadway Corridor Background Study

1.0 Introduction

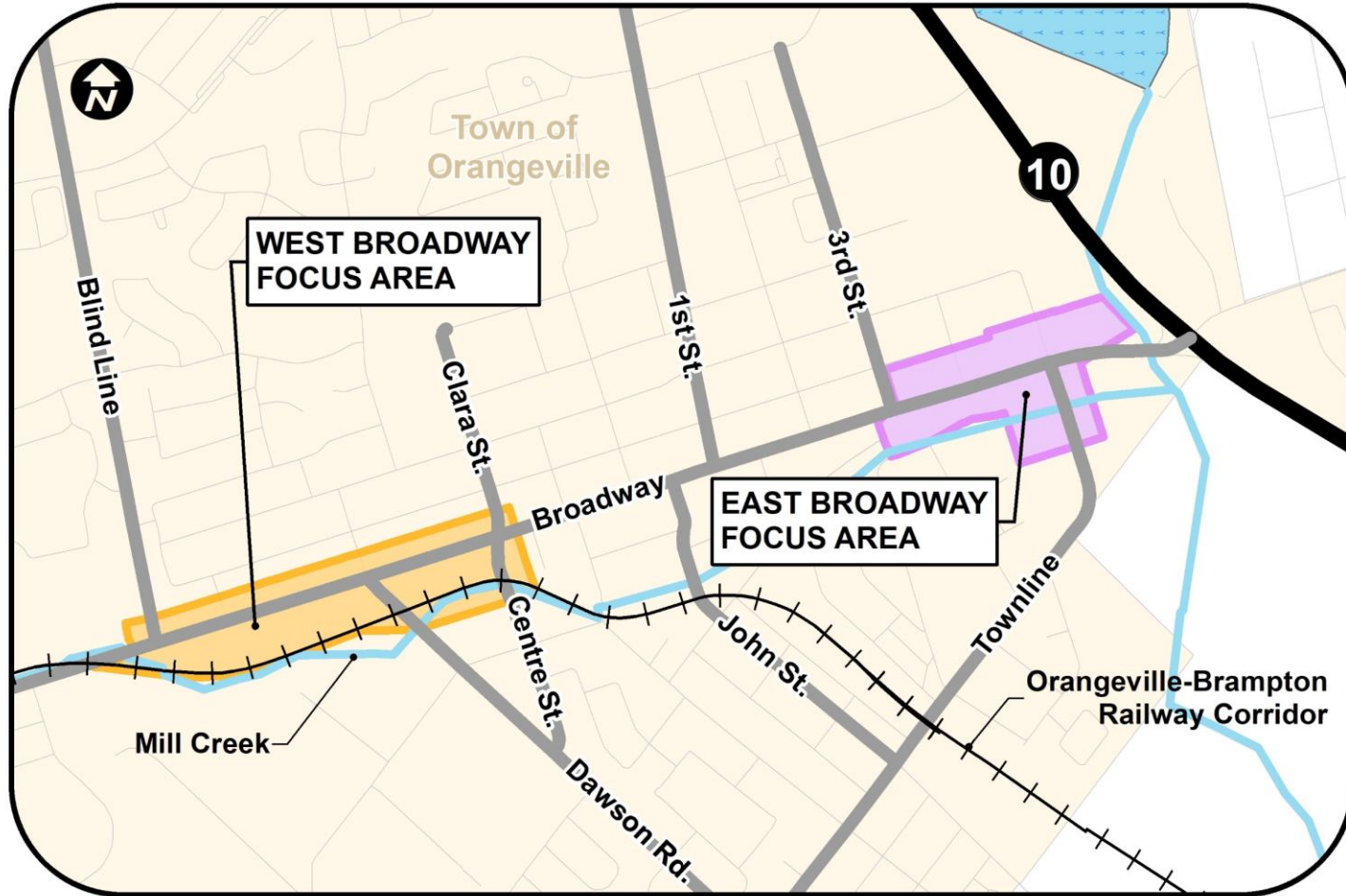


Figure 1: Study Area

## April 2025 East and West Broadway Corridor Background Study

### 1.0 Introduction

## 1.4 Study Approach

The Study Consists of three (3) main phases:



Phase 1 focuses on undertaking an assessment of the Study Areas existing conditions, legislative and policy framework and infrastructure. In this phase, the background research and community engagement in the form of an online survey, stakeholder interviews and a public open house, informed the strengths, weaknesses opportunities and threats analysis for the study and provides direction for the Visioning and Land Use Framework. This analysis is summarized in this background report. Phase 1 will conclude with a presentation of the background research to Council.

Phase 2 will build on the research and analysis completed in Phase 1 to develop the draft Visioning and Land Use Framework. This will include recommendations for infrastructure improvements, the development of a streetscape profile, a floodplain and water resource strategy, urban design visioning and principles and a fiscal impact analysis. This information will be presented at a public open house for

feedback and will be further refined before it is presented to Council at the end of this phase.

Phase 3 will utilize the Development Vision and Land Use Framework to develop draft design guidelines and streetscape plans, recommended planning instruments and a fiscal strategy. These tools will then be presented to Council for their consideration and will support the development of future precinct plans.

## 1.5 Purpose of the Background Report

This background report provides an overview and analysis of the legislative and policy framework and existing conditions which effect the study area. Using this information and the feedback provided as part of the initial community engagement opportunities, an initial strengths, weakness, opportunities and threats (SWOT) analysis has been prepared and will provide directions for the development of the Visioning and Land Use Framework in Phase 2.



# 2.0 Legislative and Policy Review



**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

**2.1 Planning Act**

The Planning Act, R.S.O. 1990, c.P.13, provides the statutory authority for land use planning in Ontario and provides the basis for municipalities to prepare Official Plans, Zoning By-laws, site plans, and Community Improvement Plans.

Decision makers shall “have regard to” matters of provincial interest as listed in Section 2 of the Act and land use planning decision making must be consistent with the PPS and must conform to / not conflict with provincial plans.

Several updates have been made to the act over the past few years and key changes that impact this study include:

- permitting additional residential units as-of-right in urban areas
- exempting residential development proposals of up to 10 units from site plan control, except where in prescribed areas (i.e. near a waterbody or operating railway line).
- Removing exterior design as a matter subject to site plan control, except where it related to affordable housing units or impacts matters of health, safety, accessibility, sustainable design or the protection of adjoining lands.

**2.2 Ontario Heritage Act**

The Ontario Heritage Act R.S.O. 1990, Chapter O.18 provides the statutory authority for municipalities designate buildings, properties or areas containing cultural heritage value or interest. It provides municipalities the authority to create a

heritage register under Part III of the Act, designate buildings or properties under Part IV and designate areas or districts under Part V of the Act provided specific criteria is satisfied.

**2.3 Bill 212, Reducing Gridlock, Saving You Time Act, 2024**

Bill 212, Reducing Gridlock, Saving You Time Act was enacted on November 25, 2024 and changed regulations in regards to separated bicycle lanes along municipal roads. If the design for a bicycle lane would reduce the number of marked lanes available for travel by a motor vehicle, approval from the Province on the road design is required. This will be an important consideration for Phase 2, when streetscape plans are prepared.

**2.4 Provincial Planning Statement (2024)**

The Provincial Planning Statement (PPS) is issued under Section 3 of the Planning Act and is intended to guide municipalities in making planning decisions. The Planning Act requires that municipal decisions in respect to the exercise of any authority that affects a planning matter “shall be consistent with” the PPS. The PPS replaces both the Provincial Policy Statement 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The PPS came into effect on October 20, 2024.

The PPS promotes appropriate development and increasing housing supply across the province while protecting resources



**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

of provincial interest, public health and safety, and the quality of the natural and built environment, while integrating the principles of strong communities, a clean and healthy environment and economic growth for the long term.

Section 2.1.6 of the PPS states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options, employment, public service facilities, institutional uses, recreation, parks and other uses to meet long term needs. Planning should improve accessibility and social equity for people of all ages and abilities.

Section 3.3.1 of the PPS states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Section 3.3.1 further states that planning for these facilities needs to be coordinated and integrated with land use planning and growth management. This is to ensure that facilities are financially viable and are available to meet projected needs.

As it relates to transportation systems, Section 3.2 of the PPS states that these systems should be safe, energy efficient and facilitate the movement of people and goods and support the use of zero-and low-emission vehicles. The PPS promotes transportation demand management strategies to make efficient use of transportation systems and connectivity within and among transportation systems and modes. Section 3.3 of the PPS requires that railways are appropriately separated and/or buffered from sensitive land uses.

There are natural features within and adjacent to the study area, including a Provincially Significant Wetland to the southeast of the Broadway East Study Area. Section 4.1 of the PPS states that development and site development shall not be permitted in significant wetlands. For significant woodlands and adjacent lands to significant natural features, the PPS states that development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features of their ecological functions. Any planning study will need to consider how to facilitate growth while protecting these key natural features.

The PPS requires that protected heritage properties are conserved. As the Study Area is adjacent to a Heritage Conservation District and contains several listed and designated heritage properties, any planning study needs to consider how these properties will be protected for the long term.



**April 2025 East and West Broadway Corridor Background Study**  
2.0 Legislative and Policy Review



The Study Area is in proximity to Mill Creek and as such some properties are subject to flooding and erosion hazards. Section 5.4 of the PPS required that development is directed away from hazardous lands adjacent to a creek and prohibits development within the floodway. As a result, development will be limited within certain areas of the Study Area to protect the public from hazards.

## **2.5 Credit Valley Conservation Authority**

The Credit Valley Conservation (CVC) Authority administers Ontario Regulation 41/24 under the Conservation Authorities Act to safeguard life and property from flooding, erosion, dynamic beach or unstable soil hazards. The CVC has delegated responsibilities for natural hazards under the PPS and are a commenting agency under the Planning Act.

A portion of the Study Area is located within CVC's Regulated Area due to its proximity to Mill Creek and associated flooding and erosions hazards (Figure 2). Development is not permitted with the floodplain or within any hazard areas.

Development within CVC's Regulated Area requires a permit from the CVC to continue to ensure the development is adequately designed to avoid natural hazards.

April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

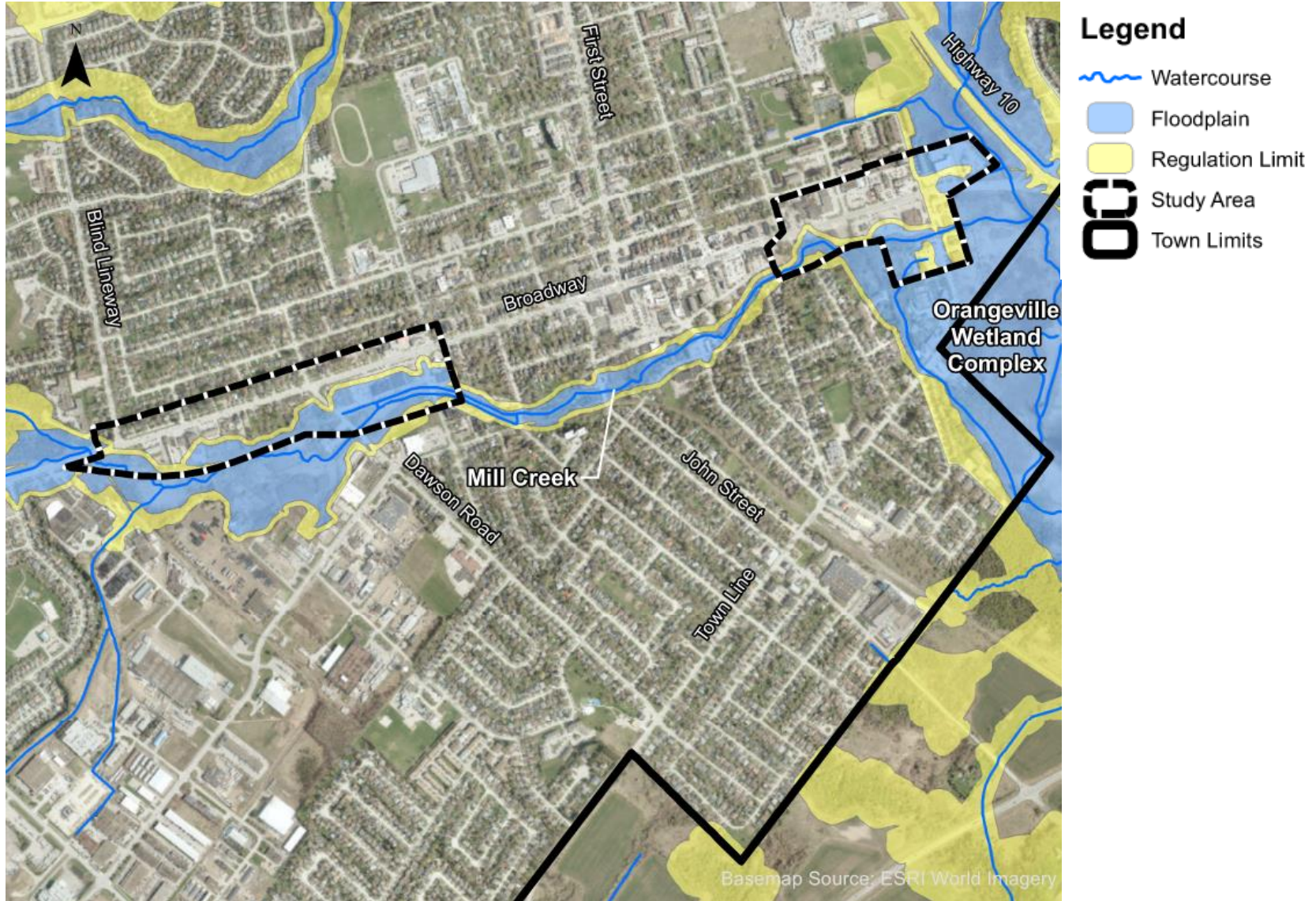


Figure 2: CVC Regulation Limit



April 2025 East and West Broadway Corridor Background Study

2.0 Legislative and Policy Review

2.6 Dufferin County

2.6.1 Official Plan (July 2017 Office Consolidation)

The Dufferin County Official Plan (DCOP) was approved by the Ministry of Municipal Affairs and Housing (MMAH) on March 27, 2015, and provides the over-arching policy directions on matters of County and Provincial interests. The Town of Orangeville Official Plan, which includes all Town land use policies, must conform to the County’s Official Plan.

Within the DCOP, the entire Town of Orangeville, including the study area, is designated an Urban Settlement Area. Population and employment growth for the County will be focused in these Urban Settlement Areas, and County policies intend for these areas to be fully serviced, with a range of land use types and densities, maintained historic downtowns and main streets oriented for pedestrians, and which encourage intensification, infill development, and redevelopment of vacant, underutilized, or brownfield sites (DCOP Section 3.3.2).

The Community Design and Revitalization section of the DCOP identifies policies and guidelines related to safe and attractive neighbourhoods as this contributes to the overall community health of the County.

The County views community design as essential for creating a physical environment where people have the appropriate place to interact, live, work, recreate, and learn. The guidelines

in this section aim to promote appropriate community design through development applications.

The County Official Plan establishes the policies to stimulate or leverage private and/or public sector investment to provide direction to local municipalities to proactively stimulate community improvement, rehabilitation and revitalization and provide various powers to maintain and promote attractive, healthy and safe living and working environments through community improvement.

Please see **Appendix B** for additional policies related to urban design and community improvement.

**Municipal Comprehensive Review: County Official Plan Amendments #2, 3 and 4**

To address expected population growth, Dufferin County recently completed a three-stage Municipal Comprehensive Review (MCR) consisting of three separate amendments to the DCOP (Official Plan Amendments; OPAs).

The first two of these recent amendments (DCOPA #2 and #3) were approved with modification by MMAH on October 9, 2024. DCOPA#2 updated forecasted populations and allocations for local municipalities. For Orangeville, DCOPA#2 saw increases to:

- the allocated population to 38,500 by the year 2051, from 31,000 people in 2021.



**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

- the forecasted number of jobs to 21,700 by 2051 from 14,700 jobs estimated in 2021, representing an increase of approximately 33% (7,100 jobs); and,
- the minimum intensification target to 60%, meaning that the majority of new development is required through greater infill, redevelopment, and brownfield redevelopment in existing neighborhoods, including the study area.

DCOPA #2 also established that in Orangeville 74.7 gross hectares of land is required for Commercial, Institutional, or mixed uses by the year 2051.

DCOPA#3 updated schedules and policies of the DCOP related to prime agricultural lands, the County’s natural heritage system, and settlement boundary expansions resulting from the population allocation updates of DCOPA#2. This amendment has a lesser impact on Orangeville than did DCOPA#2, as Orangeville’s settlement boundary remained unchanged and there are no prime agricultural lands within the Town’s boundaries. However, updates to the County’s natural heritage system and features, including those within Orangeville and the study area, are in Figure 3 below.

The last amendment (DCOPA #4) was adopted by County Council on March 14, 2024 and is awaiting approval from MMAH. DCOP#4 proposes numerous policy changes to address input received during the MCR process. These changes include policies related to housing, climate change, active transportation, and implementation and interpretation of the DCOP. A final decision from MMAH has not yet been issued at the time of this report.

April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

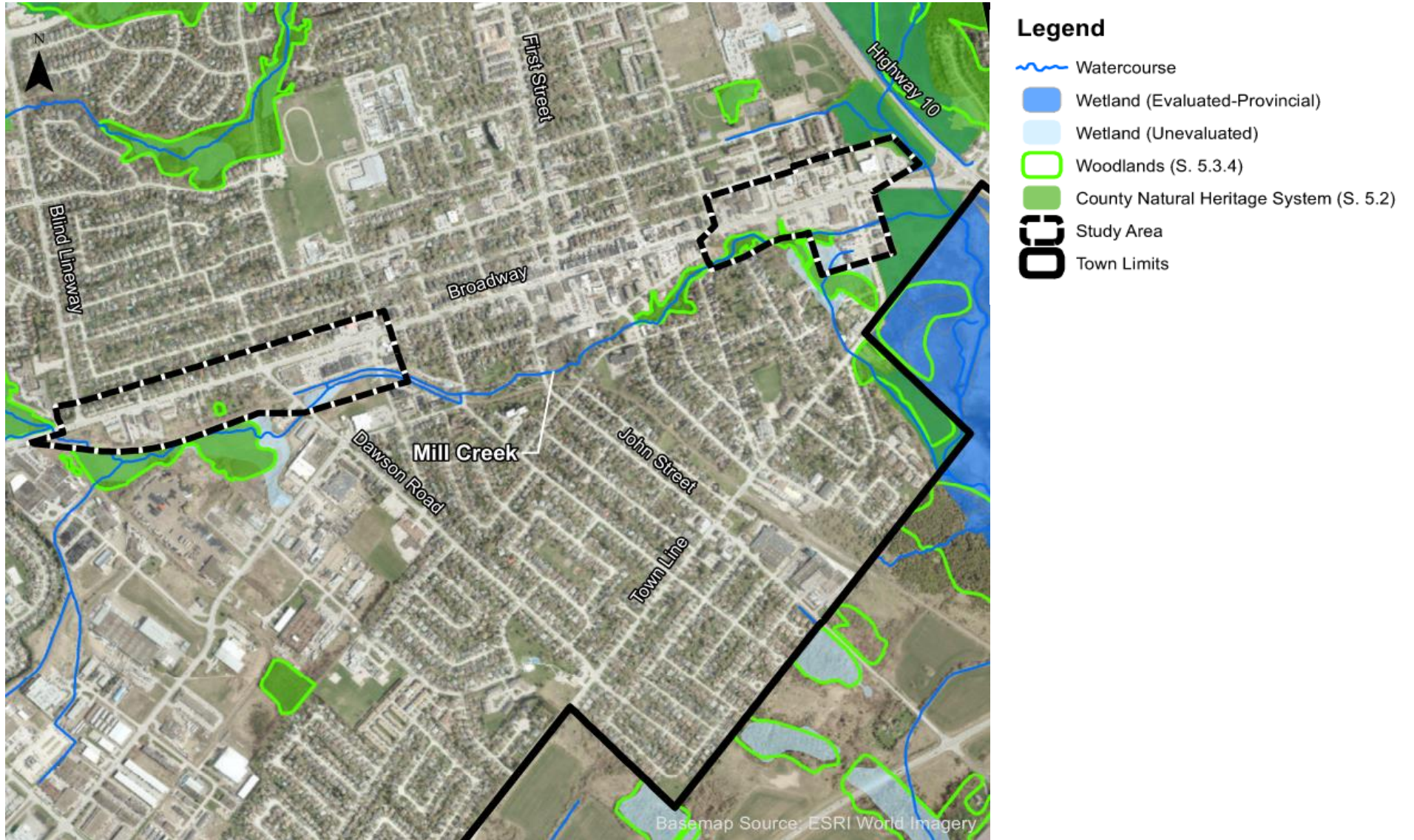


Figure 3 Town of Orangeville Natural Heritage Features

**April 2025 East and West Broadway Corridor Background Study**  
 2.0 Legislative and Policy Review

**2.6.2 Dufferin County Transportation Master Plan**

In 2023 the County prepared a Transportation Master Plan (TMP) as part of the County’s Lands Needs Analysis and MCR. The TMP informed amendments related to transportation and active transportation within DCOPA 4 which was adopted by County Council on March 14<sup>th</sup>, 2024 and is awaiting approval from the Province.

The study identified multiple alternatives to the existing County Road network and listed recommendations for the preferred alternative (Alternative 3). Relevant to Orangeville, these included:

- Widening Provincial Highway 9 to a four-lane roadway between Highway 10 to Dufferin County Road 18. This would take place at the very end of Orangeville, outside of the Study Areas. Widening County Rd 109 to a four lane section between Dufferin County Road 25 and Riddell and then Riddell/County Road 109 between Broadway and Highway 10

Although neither of the proposed road widenings is within the Study Area nor directly impacts Broadway, both would see traffic diverted to the south of the Town and may have effects on the types of travel which continue via Broadway. **Figure 4** demonstrates an excerpt of Figure 37 of the TMP’s recommended approach.



**Figure 4 Excerpted Figure 37 of the Dufferin County Transportation Master Plan Alternative 3 Roadway Improvements**

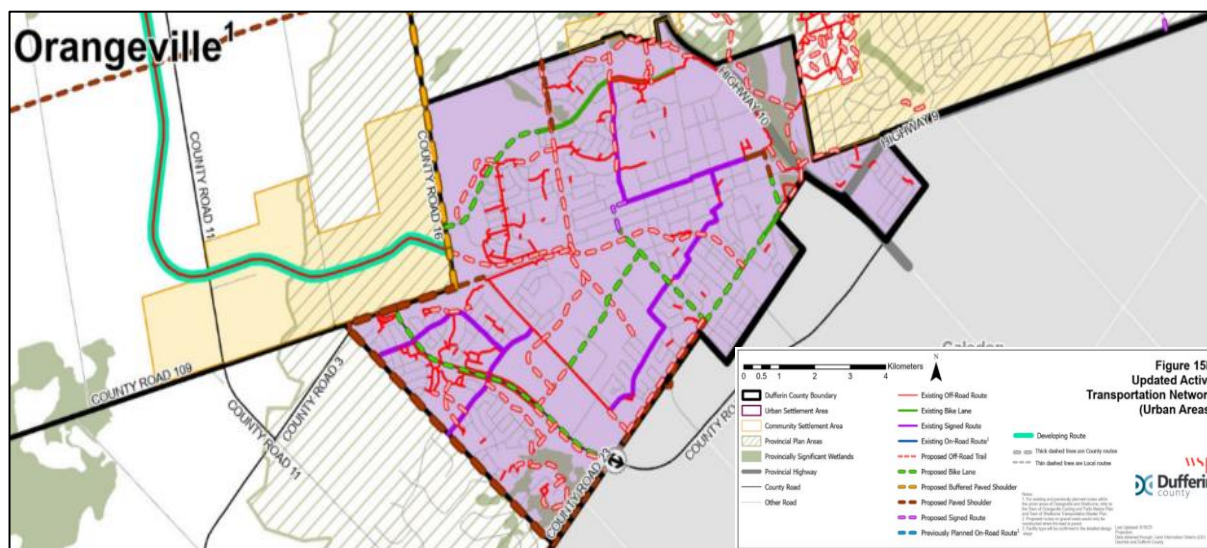
In addition, the TMP also included an updated active transportation plan update, transit strategy, and recommendations. The study areas currently are bounded by existing signed bike routes running east-west on 2<sup>nd</sup> Ave/Elizabeth Street and running north-south along 2<sup>nd</sup> Street from 2<sup>nd</sup> Ave to Armstrong. The update to this active transportation network, as shown in **Figure 5**, includes proposed extensions of the signed bike route along Elizabeth St, south on Ada, to Broadway, and then extension south along Dawson St with a dedicated bike lane. In addition, to the south of Broadway, along the former Orangeville-Brampton rail line, a proposed off trail would run east-west a one to two blocks south of the West Broadway Area and connecting with the existing signed bike lane south of the Downtown area. At



**April 2025 East and West Broadway Corridor Background Study**  
 2.0 Legislative and Policy Review

the far east side of the East Study Area, a proposed paved shoulder north along Sherbourne Street from Broadway connecting with the northerly bike route and a proposed bike lane running south from Broadway along Townline would provide a connection for a continuous network surrounding the Downtown and East and West Broadway Study Areas. The proposed network enhancements estimate a proposed length of 37.2 km of active transportation routes, including off-road, paved shoulders, signed routes, and dedicated bike lanes.

Additional recommendations for the active transportation network relevant to the Study Areas or adjacent lands include upgraded cycling infrastructure; “share the road” signage at major intersections with County and Provincial Highways; planned upgrading of cycling facilities with major roadworks; prioritization of the Dufferin Rail trail for pedestrian, cycling, snowmobile and ATV use; higher frequency GO Transit between Orangeville and Brampton; and integration with the existing transit network to support multimodal transportation and “trip-end” opportunities.



**Figure 5 Dufferin County Transportation Master Plan Active Transportation Network**



April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

## 2.7 Town of Orangeville

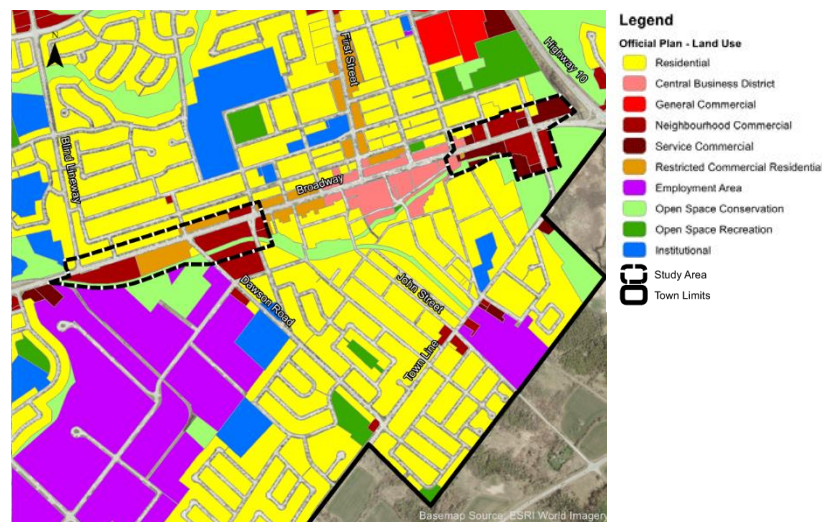
### 2.7.1 Official Plan (December 2025 Office Consolidation)

The Town of Orangeville Official Plan (LOP) was approved by the Ministry of Municipal Affairs and Housing on June 1, 1987 and has undergone a series of amendments and conformity exercises since that time. It was last comprehensively updated in 2010. The LOP is intended to guide the future physical, social and economic development within the Town. The overall goal of the LOP is to improve the overall quality of life, provide an adequate supply of housing, facilitate economic growth, to co-ordinate growth management, promote commercial function, to maximize recreational opportunities, to protect the natural environment and direct development away from hazards.

The east-west components of Broadway are recognized as part of the Town’s major commercial structure within the Official Plan. The Official Plan further acknowledges parts of the west study which are serve a limited commercial function in the form of converted residential dwellings.

The Community Form and Identity section of the Official Plan seeks to balance new growth with the existing form and identity of the area. While encouraging redevelopment, growth should protect the Town’s unique identity and ensure that all new developments make a positive contribution to the visual quality and character of the Town.

The Town also maintains Neighbourhood Design policies that speak to new and infill developments within existing built-up areas. The Town directs that Council supports the development of commercial areas which are attractive, and which enhance the commercial vitality and community image of Orangeville. Policies in **Appendix B** provide further direction and guidance on the design of new developments in the Study Area.



**Figure 6 Official Plan Designations Overall Study Area**

Lands within the Study Area are designated Service Commercial, Neighbourhood Commercial, Central Business District, Restricted Commercial Residential, Residential and Open Space Conservation (**Figures 6, 7 and 8**). **Appendix A** provides a breakdown of each land use designation, permitted uses and relevant policies.

**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

Land use designations within the east study area and at the far west of the west study area are primarily auto oriented which are not conducive to the creation of a pedestrian oriented environment.

Most land uses within the Study Area only permit low density development, in a format which does not facilitate the creation of an attractive streetscape. Future planning policies need to consider how future development can contribute to the creation a vibrant streetscape that celebrates the rich heritage of the while facilitating an accessible and sustainable community destination.

The East Broadway focus area is subject to specific policy area E8.62 which prohibits automotive uses on lands designated Service Commercial such as automobile parking depots, automobile dealerships and used car lots. The West Broadway focus area is subject to specific policy area E8.63, which outlines the intent for higher density mixed uses to be considered for the area on the south side of Broadway, west of Dawson Road. Specific policy area E8.63 further outlines the requirement that the character of the adjacent residential neighbourhoods to be respected through architecturally-sensitive forms of redevelopment and screening. It further permits a restaurant at 288 Broadway.

Broadway is identified as Collector Road on Schedule E with a planned right-of-way width of 30 metres, which is intended to accommodate two lanes of traffic as well as sidewalks, bike lanes and centre turning lanes.

**Town of Orangeville Official Plan Review**

The Town of Orangeville Official Plan is currently under review. It was planned to consist of two phases: Phase 1 would focus on non-growth plan related items and Phase 2 would cover all other conformity requirements related to growth allocation and growth management. It should be noted that since the Town commenced its Official Plan Review project, the Growth Plan for the Greater Golden Horseshoe was replaced with PPS 2024.

The Official Plan Review is currently within Phase 1 and a draft Official Plan Amendment was released for public review in 2021. The draft Official Plan Amendment introduced new policies regarding source water protection, hazards, climate change and air quality, sustainable development, pre-consultation and complete application requirements, height and density bonus provisions and a glossary. It also improved the clarity of existing policies.

As these policies are draft and subject to change, they have not been referenced in this report. However, climate change, sustainable design and hazards are an important consideration for the Planning Study.

April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

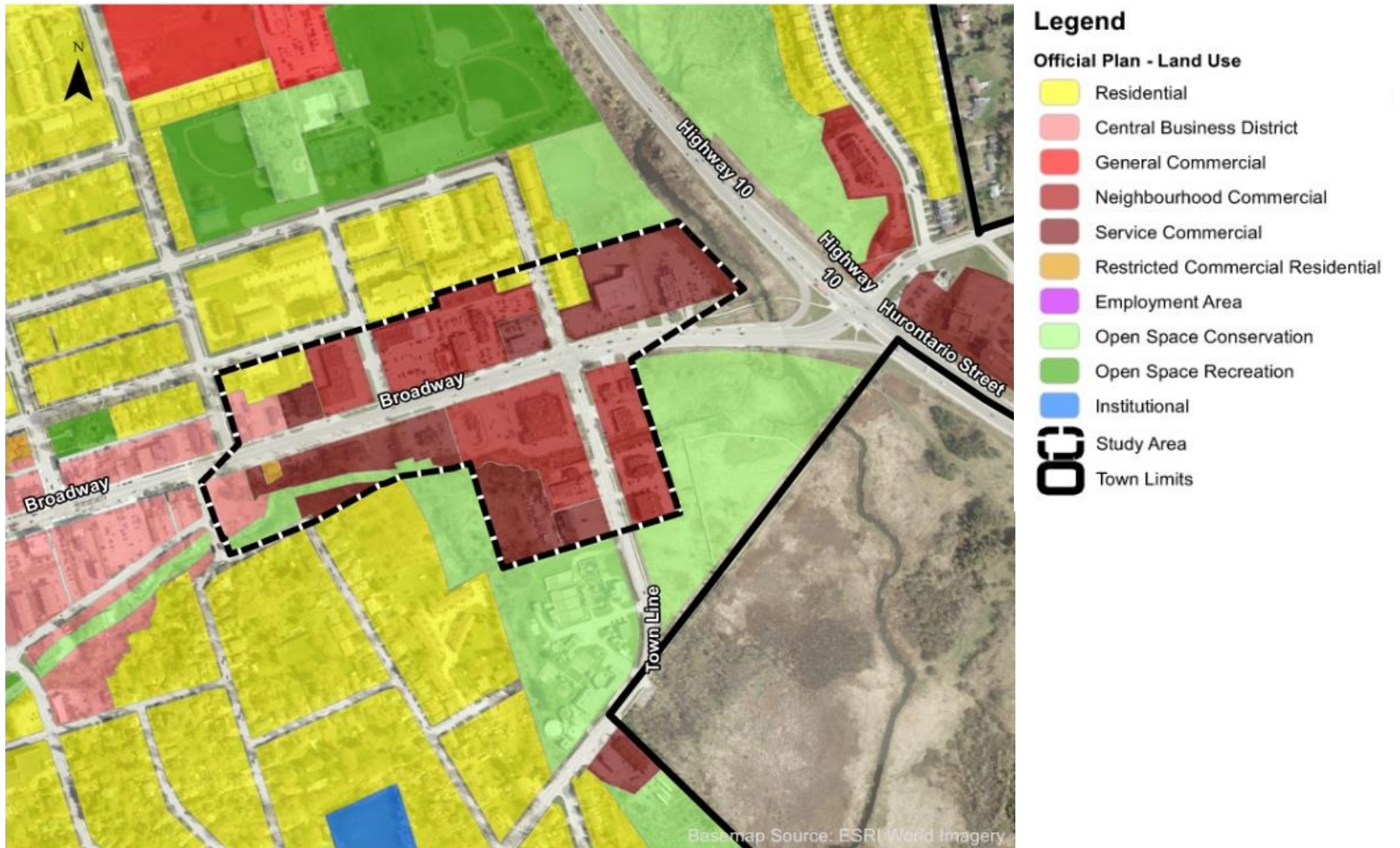


Figure 7 Official Plan Designations West Study Area



April 2025 East and West Broadway Corridor Background Study  
 2.0 Legislative and Policy Review

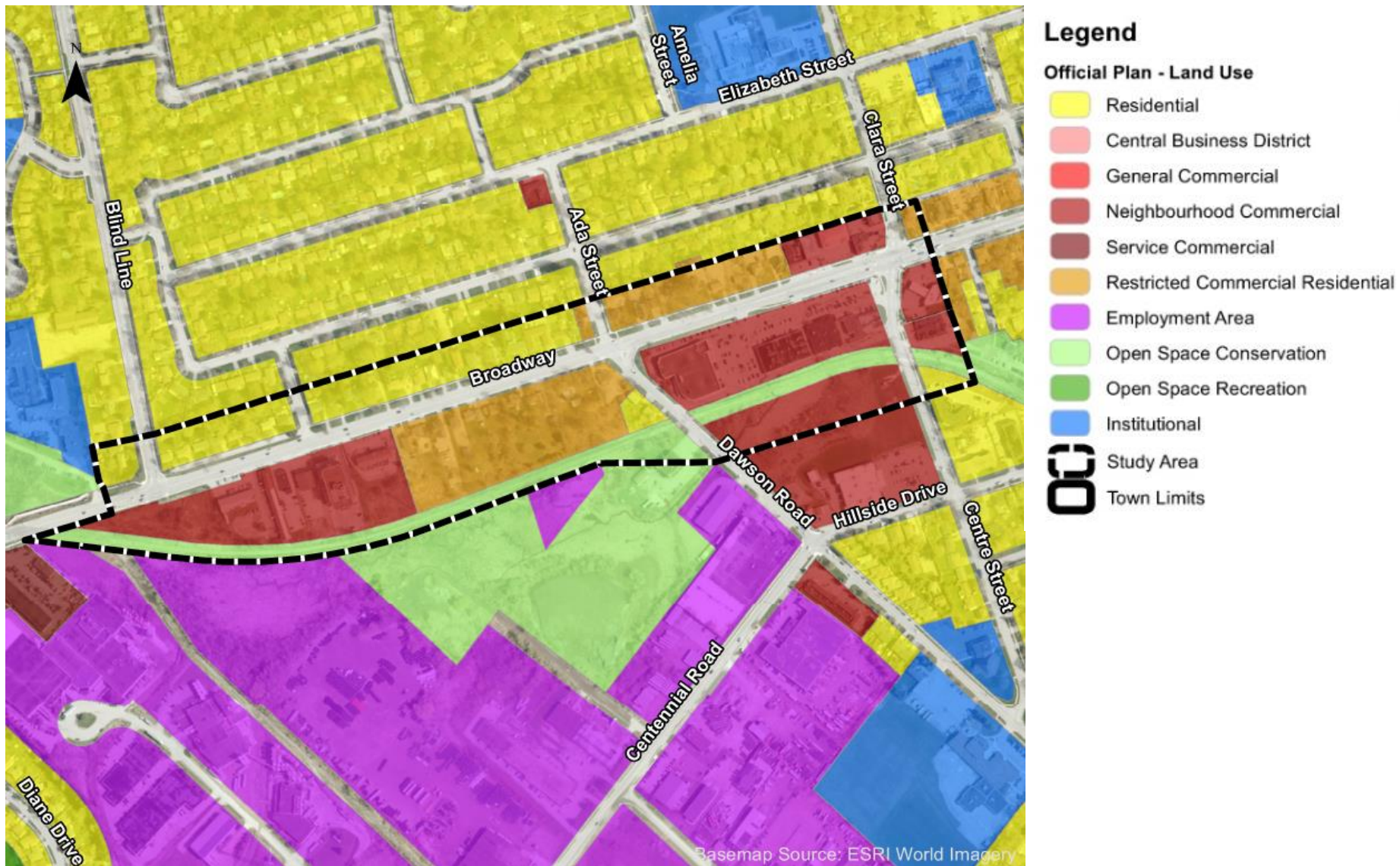


Figure 8 Official Plan Designations East Study Area

**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

**2.7.2 Town of Orangeville Heritage Register and Heritage Conservation District**

There are 13 listed heritage buildings and one designated heritage building, part of the Downtown Heritage Conservation District, within the Study Area (**Figure 9**). Buildings listed on the Municipal Heritage Register do not require a heritage permit to make changes, however they may require Town approval to remove or demolish any building or structure on the listed property.

The Town of Orangeville Downtown Heritage Conservation District (DHCD) consists of three main historical building styles: Georgian, Italianate and Second Empire. There are three classes of buildings within the DHCD: Class A properties are the most historically significant; Class B properties contribute to the overall character and aesthetic of the HCD and Class C properties are of recent vintage and have little in common with historical vintage. 63 Broadway is the designated building within the Study Area and is considered a Class A property due to its architectural style and historical significance as a hotel and tavern. Designated properties require a heritage permit to make changes to the property and require council approval to a demolish a property.

There are 12 listed buildings within the study area with varying architectural styles. Listed heritage buildings may require council approval to demolish, and development applications are often supported by a Heritage Impact Assessment.

**Draft Merchants and Prince of Wales Heritage Conservation District**

In 2018, the Town considered designating a new Heritage Conservation District which included part of west Broadway, Zina Street, York Street and Bythia Street as well as First Street and First Avenue. This included 17 properties within the West Broadway Focus Area (**Figure 10**). While the Heritage Conservation District was ultimately not passed, it is important to note that there are buildings within the Study Area which were considered to have cultural heritage value.

Please see **Appendix B** for more detailed urban design direction for the Heritage Conservation District.



April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

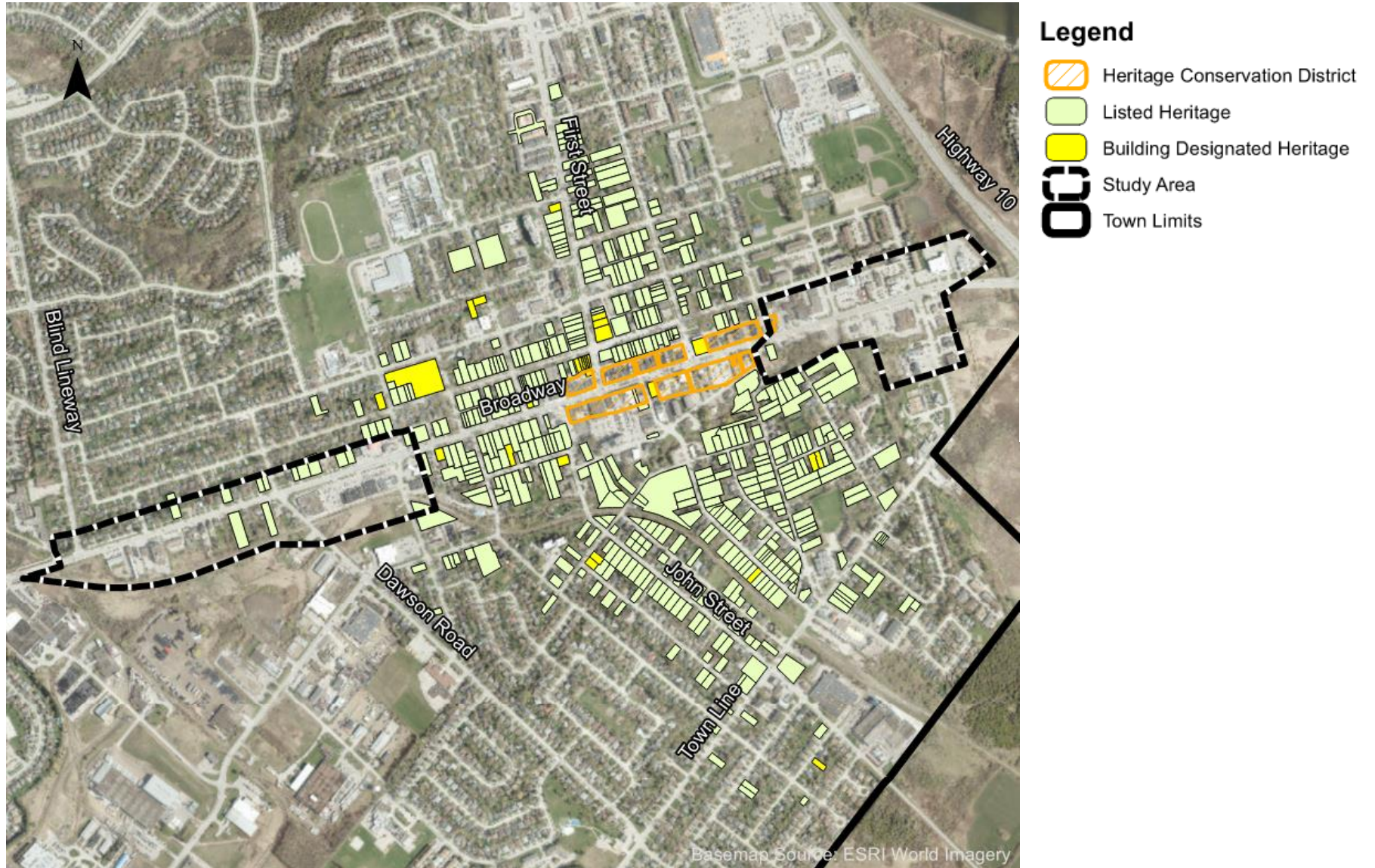


Figure 9 Listed and Designated Heritage Buildings Within Study Area



**April 2025 East and West Broadway Corridor Background Study**  
 2.0 Legislative and Policy Review



**Figure 10 Boundaries of Draft Merchants and Prince of Wales HCD**

**2.7.3 Community Improvement Plan and Design Guidelines**

In 2023 the Town established a five-year Community Improvement Plan (CIP). The CIP area (CIPA) includes two priority zones: first, Broadway and First Street (also referred to as the Central Commercial Area/Downtown) and second, Centennial Road Employment Area.

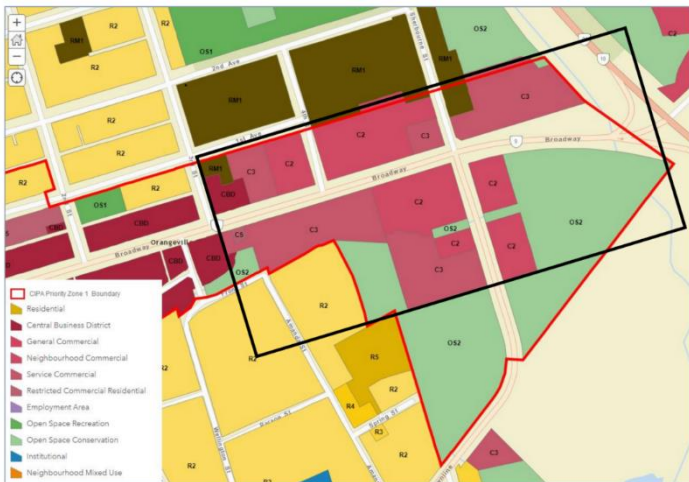
Priority Zone 1 is further divided into sub-areas, including Downtown, East Broadway, West Broadway, and First Street. Although there is some overlap, the boundaries of the CIP and the current project do not correspond exactly. The CIP’s

categorization of East Broadway (**Figure 11**) is consistent with the current project’s East Broadway Study Area. However, the CIP’s West Broadway sub-area excludes the lands to the West of Centre Street to the south of Broadway and west of Ada Street on the north side of Broadway and includes lands north and south of Broadway towards Faulkner Street on the East (**Figure 12**).

The CIP sets goals related to maintaining the Downtown as a walkable and vibrant hub for commercial, residential, and recreational activity; sustaining and increasing the Town’s employment base; maintaining heritage features and ensuring heritage buildings remain viable homes and businesses and attract visitors; and to encourage commercial redevelopment and rehabilitation of vacant and brownfield sites.

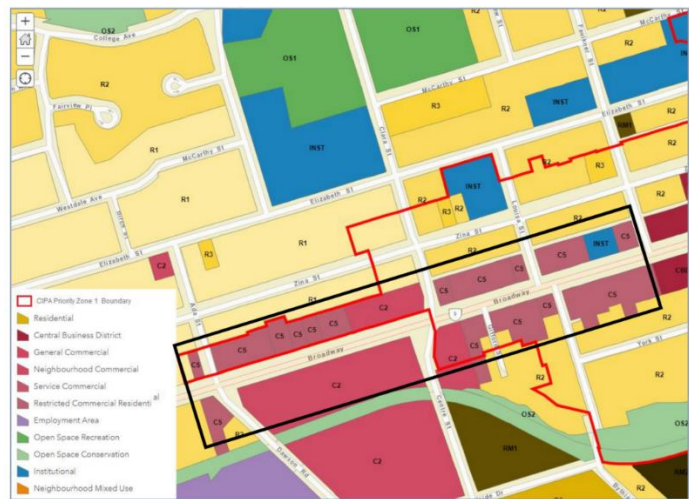
Incentives within the CIP, applicable to the Study Areas, include grants for façade improvements (including additional funds for buildings on the Town’s Heritage Register), major improvements or conversions to buildings, accessibility improvements, and a grant to defer interest of development charges for industrial and commercial development. Additional grants for

**April 2025 East and West Broadway Corridor Background Study**  
 2.0 Legislative and Policy Review



Sierra Planning & Management 2022, Data source: Town of Orangeville

**Figure 11 - CIP Boundaries East Broadway Study Area**



Sierra Planning & Management 2022, Data source: Town of Orangeville

**Figure 12 - CIP Boundaries West Broadway Study Area**

Environmental Site Assessments, to reduce planning and building permit fees for industrial development, and a Tax Increment Equivalent Grant for brownfield remediation and affordable housing projects are also applicable throughout the Town’s boundaries. Design Guidelines

Along with the adoption of the 2023 CIP, Design Guidelines for the CIP were also developed, and intended to support a high-quality built form for all new and re-development in the CIPA. The guidelines are intended for development or improvements enacted through the CIP, as well as a municipal staff tool for reviewing any new development applications within the CIPA. These guidelines have implications for defining the visual impact of the current project and resulting development and growth along the East and West Broadway Study Areas.

General design guidelines within this document identify 8 key subsections, including:

1. Universal & Age-Friendly Design (2.0)
2. Sustainable & climate Ready Design (2.1)
3. Crime Prevention Through Environmental Design (CPTED) (2.2)
4. Heritage Buildings (2.3)
5. Site Plan Design Guidelines (2.4)
6. Signage & Lighting (2.5)
7. Landscaping (2.6)
8. Built Form Design (2.7)

The document also identifies design guidelines for 7 categorized areas, including:

## April 2025 East and West Broadway Corridor Background Study

### 2.0 Legislative and Policy Review

#### 1. Downtown

Downtown Orangeville is located within Priority Zone 1 of the Community Improvement Plan. General guidelines in this section are intended to support the goals outlined in the Official Plan and include signage, landscaping, frontages & setbacks, building style & character, height, massing & scale, and new buildings and additions.

#### 2. Commercial Areas

Priority Commercial Areas within the Town are located within Priority Zone 1 of the Community Improvement Plan and include Service Commercial and Neighbourhood Commercial land-use categories, permitting a variety of community and commercial uses and dwelling units on upper floors. Service commercial areas intend to provide specialized products or services relying on greater exposure to the traveling public and are readily accessible to major transportation routes.

#### 3. Restricted Commercial / Residential Transition Areas

These areas provide an interconnecting linkage between the Central Business District and the General Commercial area in the Highway 10 corridor north of Fourth Avenue. The form of development is converted house-form buildings. The following design guidelines relating to the Restricted Commercial/Residential Areas should be read conjunction with the General Design Guidelines.

#### 4. Multiple Residential

Multiple-residential buildings are often divided both vertically and horizontally. Multiple residential developments can be

freehold, rental or condominium in tenure. General guidelines in this section direct development to be street facing, compatible with adjacent land uses and minimize the appearance of parking from the street.

#### 5. Apartments

For the purposes of these guidelines' apartments are described as larger multiple residential buildings that share interior corridors, vertical circulation and entrances, and have multiple units stacked vertically. Apartments may also be designed with lower ground floor units with direct access to grade as well as upper units that gain access from a shared corridor, vertical circulation and entrance. General guidelines in this section are intended to support the creation of a comfortable pedestrian environment, appropriate transitions and an interesting streetscape.

#### 6. Mixed-Use Buildings

The guidelines in this section apply to mixed-use buildings and mixed-use developments. Mixed-use buildings are typically designed with non-residential uses (retail, office, etc.) on the ground floor with the upper floor(s) used for residential or other purposes (i.e. office). Sites which contain both free-standing residential and free-standing commercial buildings are also considered mixed-use developments for the purposes of these guidelines. General guidelines for this section direct buildings to be located close to the street, share parking, screen parking from the street and provide higher ground floor heights.

As there are no employment areas in the study area the 7<sup>th</sup> category was not included.



**April 2025 East and West Broadway Corridor Background Study**

2.0 Legislative and Policy Review

Please see **Appendix B** for further details regarding the design guidelines.

**2.7.4 Town of Orangeville Parking Study**

In 2017, the Town retained Paradigm Transportation Solutions Limited to complete a Downtown Parking Study to assess supply and demand for parking and provide recommendations for future demand. The study included eight parking counts over a six-month period and identified an estimated 1,642 parking stalls within Downtown, including 14% public on-street, 21% public off-street, in municipally controlled lots, and 65% for private off-street parking.

Findings found that average parking utilization was 35% of total supply on weekdays and 36% on weekends, with the highest average demand for public on-street or municipal lots. Highest demand for parking was typically seen in early afternoon for public parking on weekdays and parking supply was considered sufficient to meet maximum demand. Demand for parking was at its peak during special events in summer months, particularly in municipal lots, where parking reached near capacity. Existing parking supply in Downtown at the time of study was considered sufficient for both average and maximum demand. In addition, public perception of parking in the Downtown was generally positive, with over two thirds of respondents stating no issues or only sometimes having difficulty finding parking and the vast majority (92%) able to find parking within less than a 5-minute walk to their end destination.

Recommendations resulting from the study included:

- a) To optimizing current parking supply through improved wayfinding and signage, special event parking, improved aesthetics and linkages, and stronger enforcements.
- b) To reduce parking demand through promotion of active transportation or implementing a parking price scheme; and,
- c) To increase parking supply through public/private parking partnerships, reconfiguration of existing parking, construction of new parking facilities, and implementing cash-in-lieu of parking.

Please see **Appendix C** for a detailed breakdown of the Parking Study’s evaluation of the road network.

**Parking Availability**

The Town’s zoning by-law requires a minimum parking space length of 6.7 meters. Using this measurement as a basis, **Table 1** presents an inventory of parking spaces currently available on local roads adjacent to the study area, totaling 32 spaces.

**Table 1 Inventory of Existing Parking Spaces**

	Banting Drive	Dawson Road	Clara Street	Third Street
<b>West Side</b>	7	0	4	5
<b>East Side</b>	8	8	0	0
<b>Total</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>5</b>

## April 2025 East and West Broadway Corridor Background Study

### 2.0 Legislative and Policy Review

#### 2.7.5 Town of Orangeville Zoning By-law

The Town of Orangeville Zoning By-law 22-90 was approved on February 1, 1996 and has been subject to amendment numerous times, including a recent housekeeping amendment in 2022. Within the East Broadway Study Area, lands are primarily zoned Service Commercial (C3) and Neighbourhood Commercial (C2) with pockets of land zoned Central Business District (CBD), Restricted Commercial Residential, Open Space Conservation (OS2) and Medium Density Residential (RM1) (**Figures 13 and 14**).

Within West Broadway Study Area, the zoning is more diverse, with a fairly even split of land zoned for commercial and residential uses. As shown on **Figure 15**, lands are zoned Neighbourhood Commercial (C2) and Restricted Commercial Residential (C5) east of Dawson Road, and transition to primarily low-density residential zones (R1 and R2) to the west, with pockets of Multiple Residential Medium Density (RM1) and Restricted Commercial Residential zones (C5), then transitions back to Neighbourhood Commercial (C2) on the south side of Broadway as you approach Banting Drive.

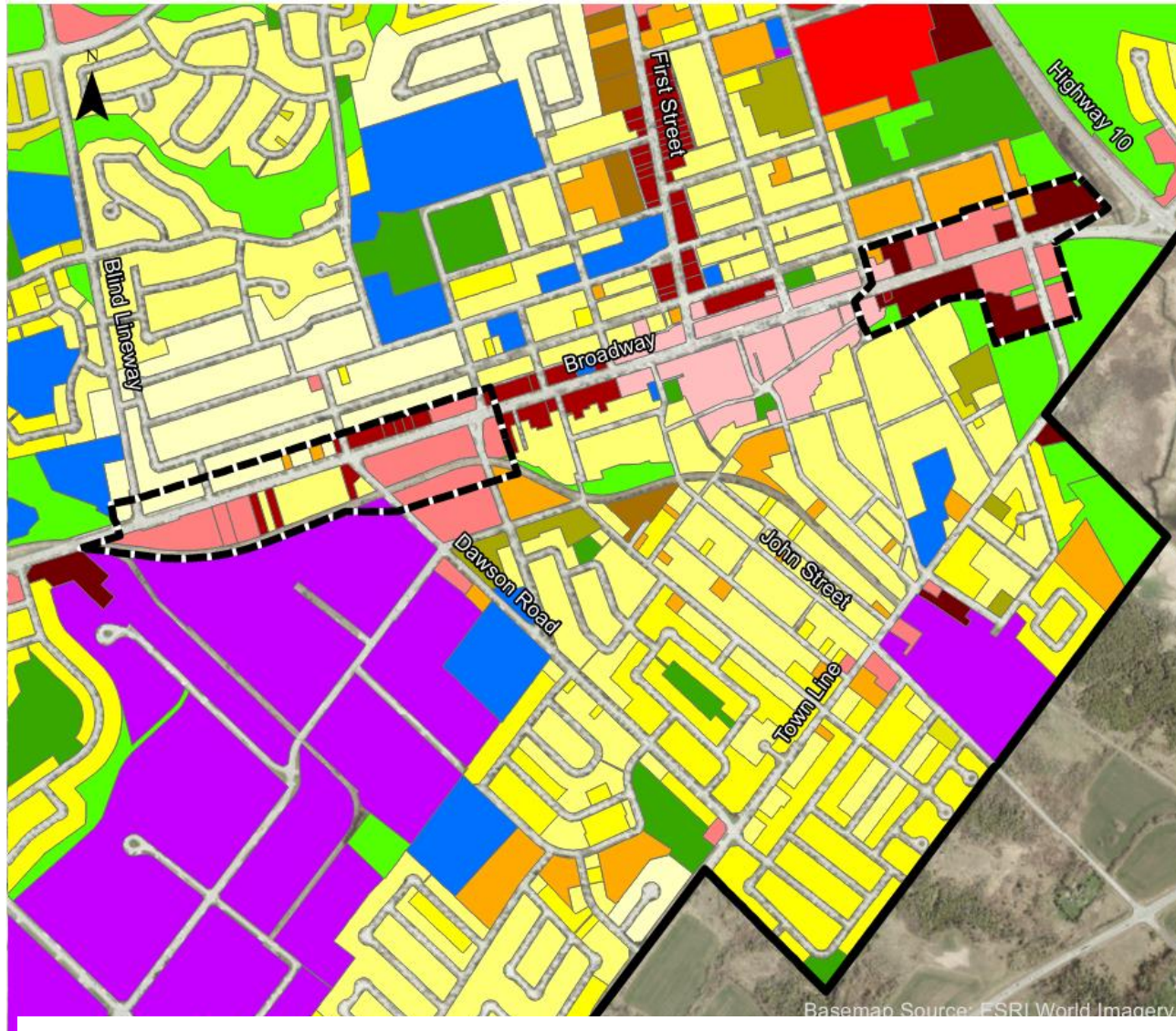
**Appendix A** provides a breakdown of the different zones within the study area and permitted uses.

Within the residential zones, building heights are restricted to 2-storeys (~ 9.0 m) in R1 and R2 zones and 3-storeys in the RM1 zone. Within the Commercial Zones, the CBD and C3 zones have the maximum building heights of 23 metres, followed by the C2 zone at 12.0 metres and C5 zone at 9.0 metres. Illustrating that within the West Broadway Study Area,

as-of-right building heights are limited to a low-rise built form. Within the East Broadway Study Area, a mid-rise built form is primarily permitted on the edges, transitioning to a low-rise built form in the centre.

As it relates to front yard setbacks, residential zones and the C5 zone typically require a larger front yard setback of 6.0 metres, which is standard across most municipalities to accommodate a driveway with sufficient depth to park a vehicle. For commercial zones, the required front yard setback is smaller varying between 3.5 metres in the C2 and C3 reducing to 0.0 metres within the CBD zone. However, within the C2 and C3 zone, it appears that many buildings provide a larger front yard setback to accommodate parking within the front yard. Parking is not permitted within 3.0 metres of the street within the commercial zones; however, it appears that many existing buildings do not adhere to this standard. It is recommended that the front yard setback provisions be reviewed to ensure consistency across the streetscape.

**April 2025 East and West Broadway Corridor Background Study**  
 2.0 Legislative and Policy Review



**Legend**

**Zoning Districts**

- Residential, First Density
- Residential, Second Density
- Residential, Third Density
- Residential, Fourth Density
- Residential, Fifth Density
- Multiple Residential Medium Density
- Multiple Residential High Density
- Central Business District
- Neighbourhood Commercial
- General Commercial
- Restricted Commercial Residential
- Service Commercial
- General Industrial
- Open Space - Conservation
- Open Space - Recreation
- Institutional
- Study Area
- Town Limits



April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

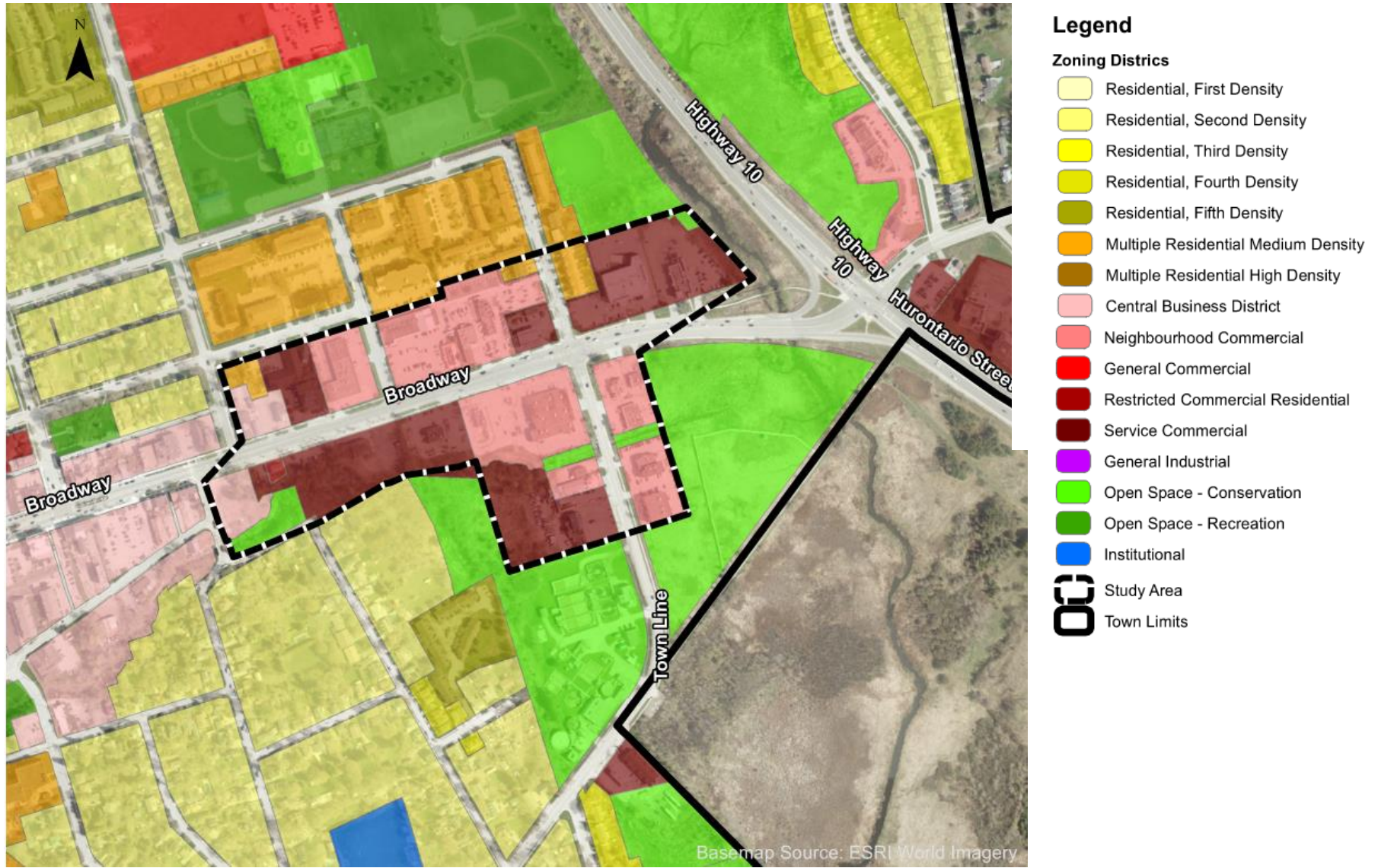


Figure 14 Zoning By-law East Broadway



April 2025 East and West Broadway Corridor Background Study  
2.0 Legislative and Policy Review

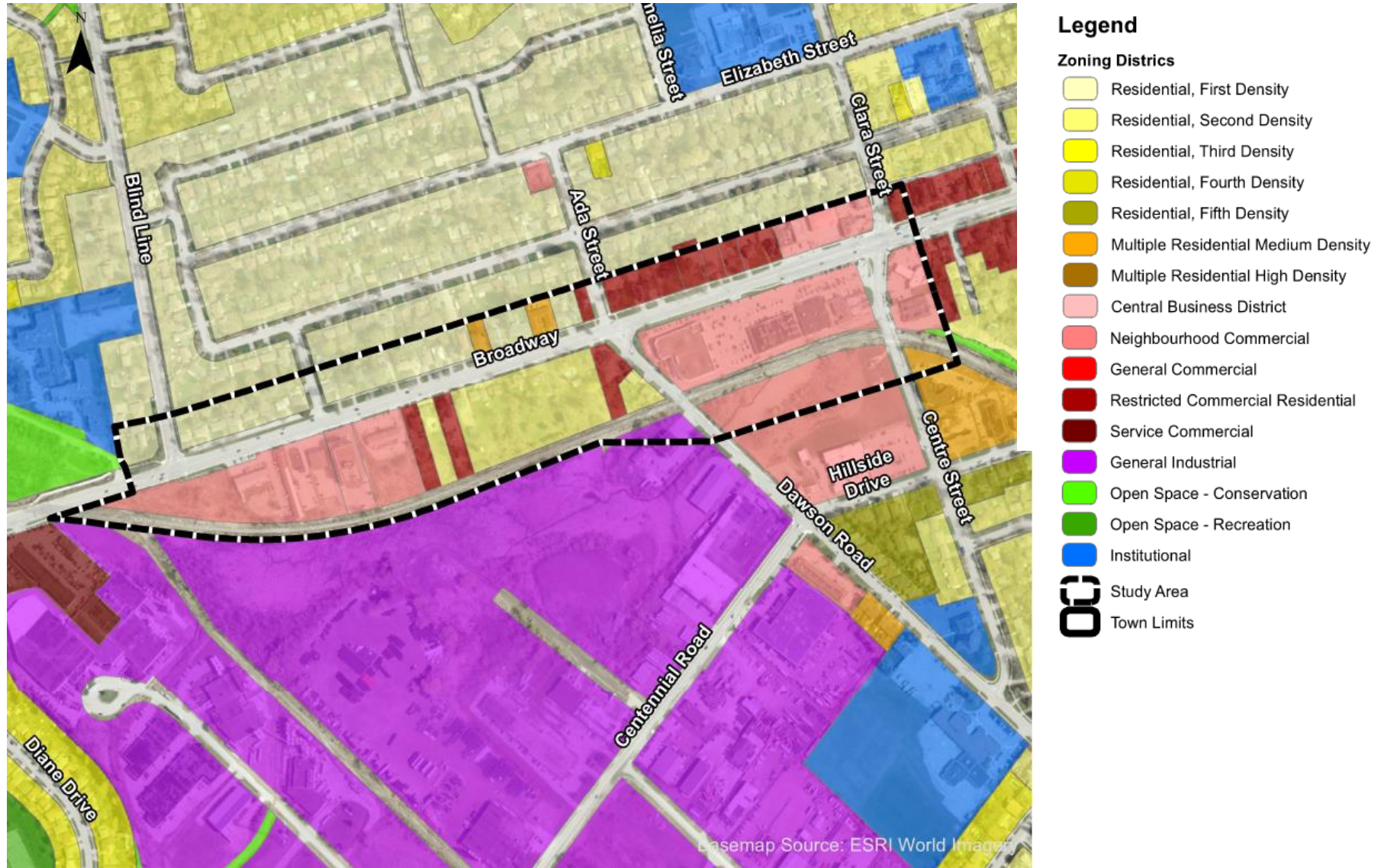


Figure 15 Zoning By-law West Broadway



# 3.0 Existing Conditions





**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

**3.1 Land Use**

**East Broadway Study Area**

As stated previously, lands within the east Study Area along Broadway are predominantly commercial and are zoned Neighbourhood Commercial (C2), Service Commercial (C3) and Central Business District (CBD). There is a small portion of land within the study area along Mill Creek zoned open space and a small portion of land north of Broadway along Sherbourne Street zoned Multiple residential (RM1). Commercial uses in this area are fairly autocentric and designed to predominantly accommodate customers travelling via the car and include restaurants, offices, retail and personal service uses. Residential uses in this area are medium density, in the form of townhouse buildings.

**West Broadway Study Area**

The west Study Area features a mix of commercial and residential land uses. Predominantly zoned as Neighbourhood Commercial (C2), Restricted Commercial Residential (C5), Residential Second Density (R2), and Residential First Density (R1), it includes two Multiple Residential Medium Density (RM1) properties with multi-plex buildings.

Between Centre Street and Dawson Road, commercial uses mainly consist of retail, office, restaurant, and personal services, with one recreational facility. These are designed for automobile traffic but transition away near Dawson Road, where commercial uses are in converted residential buildings which primarily contain offices or personal service uses. South

of Banting Drive, commercial uses include restaurants, personal services, a motel, and retail stores. Residential areas are mostly low-density single detached dwellings, with some multi-plex and apartment buildings.

**3.2 Built Form**

**East Broadway Focus Area**

The East Broadway Focus Area contains a variety of 1-2 storey commercial and retail uses. There are public sidewalks on both the north and south side of Broadway, with street trees provided where feasible. Street furniture including benches are present only at the bus stops located at Broadway & Sherbourne/Townline and Broadway and 4<sup>th</sup> Street. While not included within the study area, the Town-led Broadway Bricks project completed in 2023, added accessible benches, bike racks and bike repair stations within the Downtown, directly west of the East Broadway focus area. The existing built form is currently a product of a previous era, with large front yard setbacks and parking situated between the building and the street.

**West Broadway Focus Area**

The West Broadway Focus Area contains 1-2 storey commercial and retail uses located in the eastern portion of the focus area; further west is a mix of commercial uses located within 1-2 storey heritage buildings as well as 1-2 storey residential buildings. Street trees are located along the

**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

boulevard towards the west portion of the focus area with street furniture including benches located only at bus stops located at Broadway and Centre Street, Broadway and Ada Street / Dawson Road, and Broadway and Banting Drive. The commercial built form is similar to the East Focus Area in terms of large setbacks and parking located between the building and the streets. The residential uses maintain a traditional residential approach, which includes direct driveway access and several curb cuts. We note the existence of a newer 4-storey building in this portion of the study area that implements a level of urbanism that a future guidelines document would seek to secure, and where possible, improve upon.

**3.3 Current and Recently Approved Development Applications**

**Table 2** provides a list of current development applications within the study area.

**Table 2 Current and Recently Approved Applications**

Address	Application Type	Proposal	Status
33-37 Broadway	Site Plan Application	8-storey mixed use building with 97 residential units and 407 square metres of ground floor retail.	Approved
48-52 Broadway	Official Plan Amendment	6-storey, 158-unit mixed-use building with 840 square metres of retail uses at-grade.	In Review
60-62 Broadway	Site Plan Application	5-storey, 56 unit mixed-use building with 670 square metres of commercial space at-grade.	Approved

**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

**3.4 Transportation Network**

**3.4.1 Study Area Overview**

The Town of Orangeville is situated within Dufferin County and serves as a regional hub for commerce and community activities. The study focuses on the East and West Broadway Corridor, a key arterial road that supports a mix of commercial, residential, and cultural land uses. The corridor is part of the Town's Community Improvement Plan (CIP) and connects several neighborhoods and critical destinations. The community of Orangeville had a population of approximately 30,000 residents as of the 2021 census, with anticipated growth in residential and mixed-use developments in the coming years. The following intersections will be reviewed as part of the study as illustrated on **Table 3**:

**Table 3 Study Area Intersections**

West Broadway Area:	East Broadway Area:
• <b>Broadway/Blind Line</b>	• <b>Broadway/Wellington</b>
• <b>Broadway/Banting</b>	• <b>Broadway/Third</b>
• <b>Broadway/Dawson-Ada</b>	• <b>Broadway /Fourth</b>
• <b>Broadway/Centre-Clara</b>	• <b>Broadway/ Sherbourne-Town Line</b>
	• <b>Broadway/Highway 10</b>

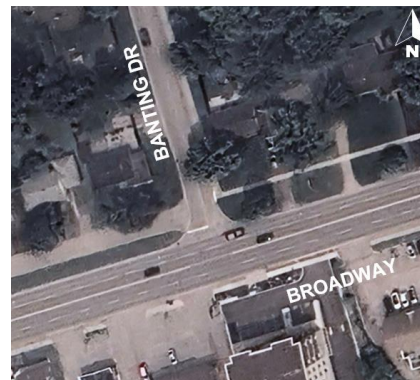
**3.4.2 Existing Study Area Intersections**

**1. Broadway/Blindline**



The Broadway/Blind Line intersection is a signalized, three-legged intersection.

**2. Broadway/Banting**



The Broadway/Banting intersection is an unsignalized, three-legged intersection with STOP control on the minor approach (Banting Drive).



**April 2025 East and West Broadway Corridor Background Study**

**3.0 Existing Conditions**

**3. Broadway/Dawson-Ada**



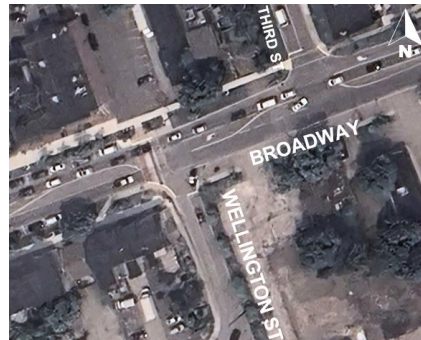
The Broadway/Dawson-Ada intersection is a signalized, four-legged intersection.

**4. Broadway/Centre-Clara**



The Broadway/Centre-Clara intersection is a signalized, four-legged intersection.

**5. Broadway/Wellington**



The Broadway/Wellington intersection is an unsignalized, three-legged intersection with STOP control on the northbound approach (Wellington Street).

**6. Broadway/Third**



The Broadway/Third intersection is an unsignalized, three-legged intersection with STOP control on the southbound approach (Third Street). The southbound approach consists of a single shared lane for all movements; however, the southbound left turn is prohibited between 7 AM and 8 PM

**April 2025 East and West Broadway Corridor Background Study**

**3.0 Existing Conditions**

**7. Broadway/Fourth**



The Broadway/Fourth intersection is an unsignalized, three-legged intersection with STOP control on the minor approach (Fourth Street).

**9. Broadway/Highway 10**



The Broadway/Highway 10 intersection is a signalized, four-legged intersection.

**8. Broadway/Sherbourne-Town Line**



The Broadway/Sherbourne-Town Line intersection is a signalized, four-legged intersection.

## April 2025 East and West Broadway Corridor Background Study

### 3.0 Existing Conditions

#### 3.4.3 Transit Services

In January 2023, a two-year pilot program was launched as a feasibility study to assess whether fare-free transit would better serve the Town of Orangeville. In September 2024, the pilot program was extended until July 21, 2027. This program allows all passengers to ride Orangeville Transit without paying a fare. The three (3) transit routes serving the town pass through the study areas of this report, as illustrated in **Figure 16 and Figure 17**. The Broadway corridor not only serves as a roadway for transit routes but also includes several bus stops and is in proximity to major destinations identified by the Town of Orangeville. The Town’s Bus Transfer Hub is located along Centre Street, directly south of the West Broadway focus area and abutting the County of Dufferin offices.

GO Transit provides interregional bus connections via route 37 from the Brampton Bus Terminal to the Orangeville Mall operating every hour during peak hours. There are 7 Route 37 stops within the Study Area.

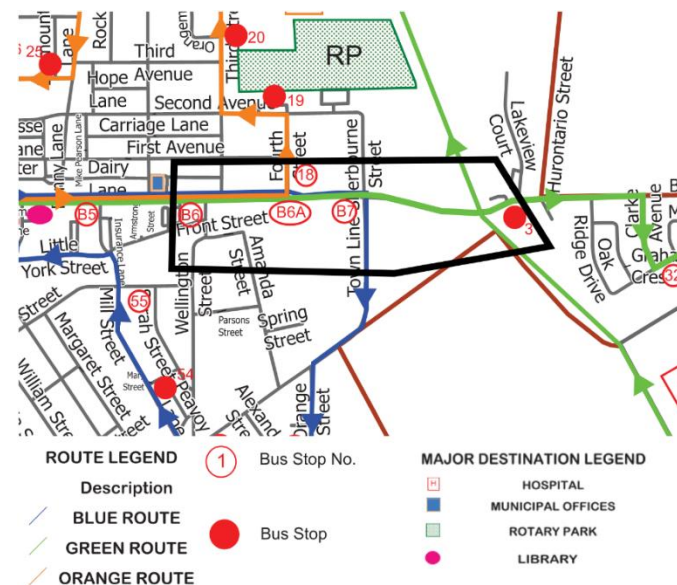


Figure 17 Transit Services - East Broadway

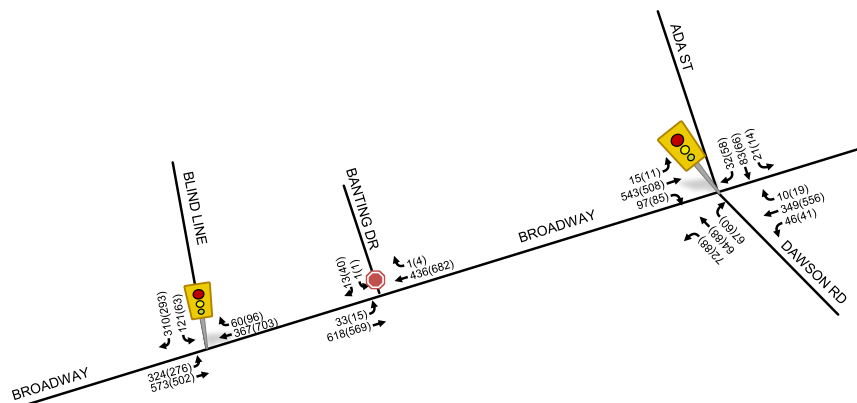


April 2025 East and West Broadway Corridor Background Study

3.0 Existing Conditions

3.4.4 Existing Traffic System

Existing traffic volumes for the study area intersections were obtained from the Town of Orangeville and are depicted in



**Figure 18 and 19.** The study area intersections, including respective traffic control and the year of the most recent turning movement count (TMC) received are summarized in **Table 4**. The detailed traffic counts are provided in **Appendix D**.

Note that the TMC provided by MTO was only provided in peak periods (7:00 am – 9:00 am for the morning peak period and 3:00 pm – 6:00 pm for the afternoon peak period). As traffic analysis is typically completed using peak hour data, these volumes were estimated by dividing the provided peak period counts by the number of hours in each respective peak period (i.e., dividing the peak period volumes by 2 and 3 for the morning and afternoon peak hour, respectively).

**Table 4: Available Traffic Data**

Intersection	Control	Count Year
<b>West Broadway</b>		
Broadway/Blind Line	Signal	2024
Broadway/Banting	TWSC <sup>1</sup>	2025
Broadway/Dawson-Ada	Signal	2025
Broadway/Centre-Clara	Signal	2025
<b>East Broadway</b>		
Broadway/Wellington	TWSC	2025
Broadway/Third	TWSC	2025
Broadway /Fourth	TWSC	2024 <sup>2</sup>
Broadway/Sherbourne-Town Line	Signal	2021 <sup>3</sup>
Broadway/Highway 10	Signal	2024 <sup>4</sup>
1 – TWSC: Two-way STOP control 2 – Excerpt from the TIS 48-50 Broadway Transportation Study Update 2 by Burnside (June 2024) 3 – Excerpt from the TIS 33-37 Broadway Transportation Study by Burnside (June 2021)		

April 2025 East and West Broadway Corridor Background Study  
3.0 Existing Conditions

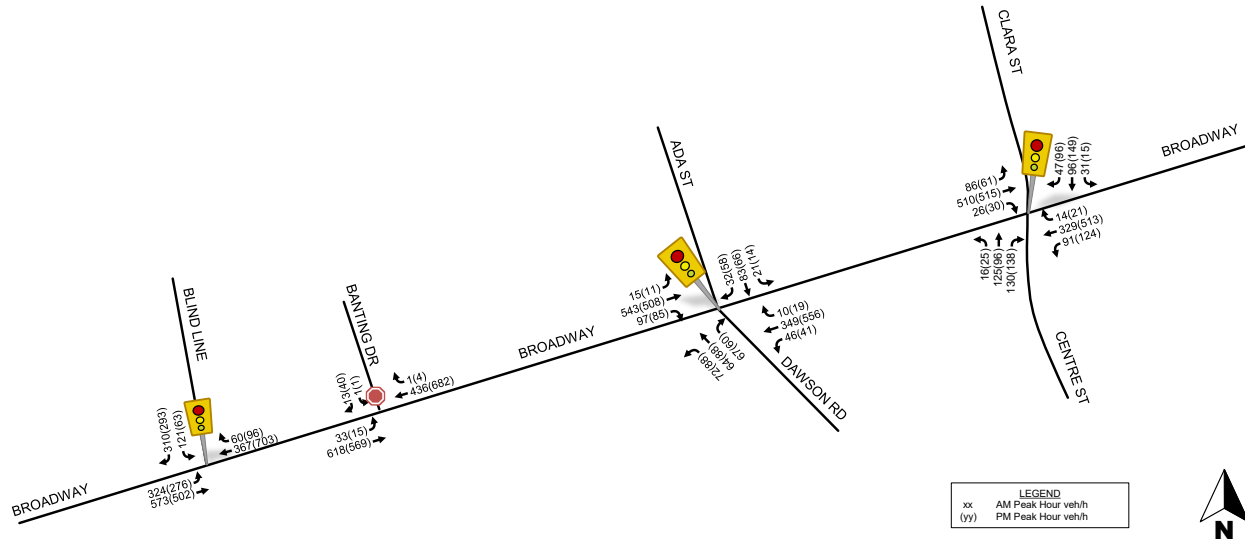


Figure 18 West Broadway - Existing Traffic Volumes

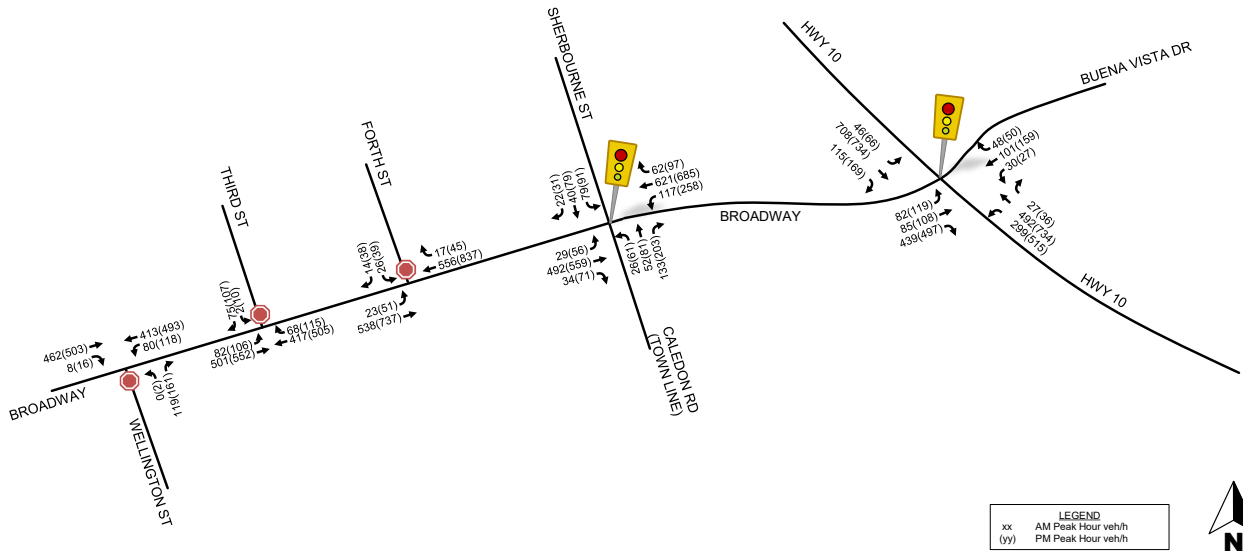


Figure 19 East Broadway - Existing Traffic Volumes

## April 2025 East and West Broadway Corridor Background Study

### 3.0 Existing Conditions

#### 3.4.5 Capacity Analysis at Intersections – Existing Conditions

Using the intersection capacity analysis software Synchro (v11), study area intersections will be assessed in terms of vehicle delay (seconds), 95<sup>th</sup> percentile queues (meters), a volume-to-capacity ratio (v/c ratio) and a corresponding Level of Service (LOS). It should be noted that the overall performance of an unsignalized intersection is an LOS output from Synchro based on an Intersection Capacity Utilization (ICU) method and each movement is assigned a LOS based on their respective v/c ratio.

As noted in the MTO's Guidelines for the Preparation of Traffic Studies, intersections and individual movements are considered critical under the following conditions:

- The criteria for identifying 'critical' intersections are:
  - Overall intersection v/c ratios greater than 0.85 for signalized intersections.
  - Overall intersection Level of Service exceeds LOS 'E' for unsignalized intersections.
- The criteria for identifying 'critical' movements are:
  - v/c ratios greater than 0.95 for through movements or shared through/turning movements at signalized intersections.
  - v/c ratios greater than 0.85 for individual movements at MTO signalized intersections.
  - The estimated 95<sup>th</sup> percentile queue length for an individual movement exceeds available turning lane storage.

Please see Appendix D for a detailed breakdown of the Study Area intersection operations. As shown in **Appendix D**, the study area intersections generally operate with an acceptable overall Level of Service (LOS) 'C' during weekday morning and afternoon peak hours.

With regard to critical movements, (i.e., the worst performing movements at each intersection per peak period), all are operating with an LOS 'C' or better during both peak hours, with the exception of the Eastbound through movement of Broadway/Blind Line at the afternoon peak hour which operates with an LOS 'D'.

In terms of 95<sup>th</sup> percentile queues, the existing storage capacity is sufficient for most movements, with the exception of Broadway/Sherbourne-Town Line where the southbound left-turn storage exceeds capacity by approximately 5 meters (i.e. 1 vehicle) during the afternoon peak hour.



**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

**3.5 Infrastructure and Services**

**3.5.1 Water**

The Town of Orangeville drinking water infrastructure consists of 12 water supply wells, two grade-level water storage reservoirs, one elevated water storage reservoir, one water storage standpipe, approximately 130 km of watermain, 1,121 fire hydrants, and 1,553 watermain valves. The existing system has approximately 10,900 water service connections.

The type of treatment varies by the well and generally consists of disinfection and filtration. Treatment at nine supply wells use ultraviolet (UV) light and liquid hypochlorite for primary disinfection. The remaining three wells use liquid sodium hypochlorite for primary disinfection. Liquid sodium silicate is also used at two wells for iron sequestration. For secondary disinfection throughout the distribution system, the Town uses liquid sodium hypochlorite.

The wells can supply approximately 15,300 m<sup>3</sup>/day to the Town's system. Based on the 2020 Official Plan, operating experience with some of the existing wells demonstrated that they are not capable of sustaining their originally approved rates. In combination with the available storage capacity, the current supply capacity can service a population of approximately 32,000 people.

In 2023, a Municipal Class Environmental Assessment was completed for Water Storage and Pumping at Well 5/5A (CIMA+, 2023). The study was undertaken to address system

deficiencies if the West Sector Reservoir Elevated Water Tank needed to be taken offline. The recommendation from the Class EA was to construct a new 3,300 m<sup>3</sup> standpipe and a booster pump station.

Due to increased water demand, the Town is working to increase their water supply system capacity. In 2022 the Town completed an Environmental Assessment study evaluating the options to increase the Town's water supply and determined that the commissioning of Well 13 (Pullen Well), was determined to be the preferred alternative to provide for near-future projected demand and improve the security of the municipal water supply. The Pullen well is to be located northwest of Orangeville on the Boundary with Amaranth. During the Class EA, it was determined that the well could be pumped to a maximum of 42 L/s (3,628 m<sup>3</sup>/day). The Town has since submitted a Permit to Take Water Application to the MECP for the operation of Well 13 at the maximum pumping rate determined through the EA and is currently undertaking source water protection modelling studies to update the Wellhead Protection Areas that must be delineated before a drinking water works permit can be obtained. Preliminary design is anticipated to begin in early Q2 of 2025. Following commencement of the preliminary design process, it is anticipated that the commissioning of the new well would take an additional 25-30 months.

**East Study Area**

Two parallel watermains run along Broadway, one north adjacent and one south adjacent. Watermains were also

**April 2025 East and West Broadway Corridor Background Study**

**3.0 Existing Conditions**

identified at each intersection and along Sherbourne Street, Fourth Street, and Townline Road. Installation dates for the watermains within the east study area ranged between 1971 to 1985.

On the north end, watermain sizing varies between 150 mm to 250 mm with Ductile Iron Pipe east of Sherbourne Street and an unknown material west of Sherbourne Street. On the south end, watermain sizing varies between 250 mm to 300 mm with Ductile Iron Pipe east of Sherbourne Street and an unknown material west of Sherbourne Street.

Sherbourne Street is serviced with a 150 mm Polyvinyl chloride (PVC) watermain, Townline Road is serviced with a 200 mm watermain of unknown material, and Fourth Street is serviced with a 300 mm CAS watermain.

**West Study Area**

West of Ada Street, one watermain pipe runs along Broadway. Watermains were also identified at most intersections and along Clara Street, Centre Street, Ada Street, Banting Drive, and Blind Line. Installation dates for the watermains within the west study area ranged between 1928 to 2008.

East of Ada Street, watermain sizing varies between 200 mm and 300 mm made of PVC. One watermain beyond Centre Street, west of Ada Street, consisted of 150 mm PVCS. On the south end, west of Ada Street, watermain sizing varies between 250 mm to 300 mm made of PVC.

Clara Street is serviced with a 200 mm CAS watermain, Centre Street is serviced with a 300 mm watermain of unknown material, Ada Street is serviced with a 200 mm PVC watermain, Banting Drive is serviced with a 300 mm watermain of unknown material, and Blind Line is serviced with a 300 mm watermain of unknown material.

**3.5.2 Sewage**

The sewage collection system is owned and operated by the Town in accordance with Environmental Compliance Approval (ECA) No. 108-W601, issued February 28, 2023. The collection system consists approximately 120 km of sewer network, four sewage pumping stations, and approximately 5 km of forcemains which operate together to transport sewage to the Orangeville Water Pollution Control Plant located at 16 Townline.

The Water Pollution Control Plant is a pre-denitrification activated sludge facility that uses the Modified Ludzack-Ettinger (MLE) process. It has a design capacity of 17,500 m<sup>3</sup>/day. In 2023, it was operating at approximately 60% of its rated capacity. The Plant is currently undergoing expansion and rehabilitation which include rehabilitation to Secondary Clarifier No.3, upgrades and replacements in Digester No. 2, replacement of heat exchangers, structural rehabilitation of the Detritor, Digester No. 2, and the secondary clarifier No. 3, replacement of the Digester Building Complex roof, and upgrades relating to electrical, instrumentations, and controls. The upgrades are mainly focused on opportunities for energy recovery from the wastewater treatment process in efforts to

## April 2025 East and West Broadway Corridor Background Study

### 3.0 Existing Conditions

reduce the Town's greenhouse emissions. The upgrades will result in an increased capacity for the plant's management of biosolids.

Within the Study Area, sewage flow is anticipated to flow east along Broadway and south along Townline. There were no sewage pumping stations identified within the study area.

#### East Study Area

Sewer mains run along Broadway with flow towards the east. Sewer mains were also identified at Sherbourne Street, Fourth Street, and Townline Road. Installation dates for the sewer mains within the east study area ranged between 1968 to 1979.

Along Broadway, sewer main sizing varies between 375 mm and 675 mm with materials varying from vitrified clay pipe (VCP), clay pipe (CP), and asbestos concrete (AC). Sherbourne Street is serviced with a 375 mm PVC sewer main; Townline Road is serviced with a 675 AC sewer main; Fourth Street is serviced with a 600 mm CA sewer main.

#### West Study Area

Sewer mains run along Broadway with flow towards the east. Sewer mains were also identified at Clara Street and Banting Drive. Installation dates for the sewer mains within the west study area ranged between 2005 to 2006.

Along Broadway, sewer main sizing varies between 200 mm and 675 mm with materials varying from asbestos concrete

and polyvinyl chloride. Clara Street is serviced with a 200 mm sewer main of unknown material and Banting Drive is serviced with a 200 mm PVC sewer main.

#### 3.5.3 Stormwater

The Town of Orangeville currently owns, operates, and maintains 32 stormwater ponds, 124 km stormwater sewers, and all other stormwater structures and appurtenances that are essential for providing stormwater management (culverts, catch basins, etc.). According to the Town's 2022 Asset Management Plan, most of the storm sewers are made of concrete. The Town has a stormwater Combined Linear Infrastructure Environmental Compliance Approval (CLI-ECA) No. 108-S701 that covers the municipal storm infrastructure and criteria for pre-authorized alterations to the system.

Within the project Study Area, there are storm sewer mains running along Broadway with various catch basin leads. Five storm sewer catchment networks were identified within the study areas, each with their dedicated outfall. All outfalls direct their discharge towards Mill Creek which forms part of the Little Credit River Watershed.

#### East Study Area

Two gravity storm sewer catchment networks service the East Study Area, one located near Sherbourne Street and the second near Third Street. Within the storm sewer network near Sherbourne Street, stormwater flows from network branches towards a 300 mm storm sewer running parallel to Broadway. Flow is directed east and then south to an outfall located near



## April 2025 East and West Broadway Corridor Background Study

### 3.0 Existing Conditions

23 Broadway. Uncontrolled discharge flows towards Mill Creek via marshland. Within the network near Third Street, storm water flow is conveyed to an outfall located behind 52 Broadway. Uncontrolled discharge flows towards Mill Creek.

#### West Study Area

There are three gravity storm sewer catchment networks that service the West Study Area. One located near Clara Street that services the general surrounding area near the intersection of Broadway, Centre Street and Clara Street; one located near Dawson Road, and another near Blind Line.

The storm sewer network near Clara Street directs flows towards an outfall located south of 9 Centre Street, near the Orangeville-Brampton Railway. Uncontrolled discharge flows towards Mill Creek running parallel to the railway.

The storm sewer network near Dawson Road directs flows towards an outfall located east of the Orangeville Fire Department (10 Dawson Road) near the Orangeville-Brampton Railway. Uncontrolled discharge flows towards Mill Creek via a marshland which drains under the Orangeville-Brampton Railway. It is noted that a section of the storm sewer crosses the Orangeville-Brampton Railway on Dawson Road, any alterations required as part of upgrades will require involvement and coordination with respective stakeholders.

The storm sewer network near Blind Line directs flows south towards an outfall located west of the intersection between Blind Line and Broadway. Uncontrolled discharge flows towards Mill Creek via a marshland.

Information pertaining to the sizing and material of the storm sewers were not readily available. There were no identified stormwater management ponds located within the study areas.

#### 3.5.4 Utilities

Downtown Orangeville is served by an extensive network of utilities including hydro operated by Orangeville Hydro, natural gas operated by Enbridge Gas, and telecommunications infrastructure used by multiple service providers.

#### 3.5.5 Source Water Protection

The Clean Water Act, 2006 (CWA) was implemented to protect existing and future sources of drinking water in Ontario. Under the Act, communities protect their drinking water supplies through the development of a regional Source Protection Plan. Source Protection Plans outline the vulnerable areas around municipal drinking water supplies, where activities occurring on the ground can impact the quality and quantity of drinking water. Source Protection Plans also highlight the policies that must be adhered to in those vulnerable areas to ensure the protection drinking water from contamination and depletion. The Town of Orangeville is subject to the Credit Valley- Toronto and Region- Central Lake Ontario (CTC) Source Protection Plan.

The CTC Source Protection Plan came into effect on December 31, 2015. Under the CTC Source Protection Plan, there are several wellhead protection areas (WHPAs) that are associated with the municipality's wells systems. Within the Study Area, for the East Broadway area, a section falls within

**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

a Wellhead Protection Area for Quality ( WHPA-E) for Town Well 10 (**Figure 20**). A WHPA-E is delineated around municipal wells that are under the direct influence of surface water. Within this area, activities such as the application of road salt, and the handling and storage of chemicals (i.e. Dense Non-Aqueous Phase Liquids and organic solvents) are subject to policies in the CTC Source Protection Plan. Stakeholders proposing these activities in the WHPA-E will need to implement best management practices to reduce risks to drinking water supplies. The West Boundary area falls within a Wellhead Protection Area for Quantity (WHPA-Q1/Q2) (**Figure 20**). In this area, activities that increase impermeable

surfaces and reduce the recharge of groundwater (i.e. new development) can impact water quantity. Stakeholders developing land in this area must implement low impact development practices to preserve infiltration and groundwater recharge rates on their properties. Within the WHPA-Q1/Q2 area, new water takings are also subject to source protection policies, and any new water takings (including new wells or dewatering activities) must demonstrate that there is no impact to existing drinking water supplies. All future development applications located in Wellhead Protection areas must adhere to Source Protection Plan polices and any standards established by the Municipality.

April 2025 East and West Broadway Corridor Background Study  
 3.0 Existing Conditions

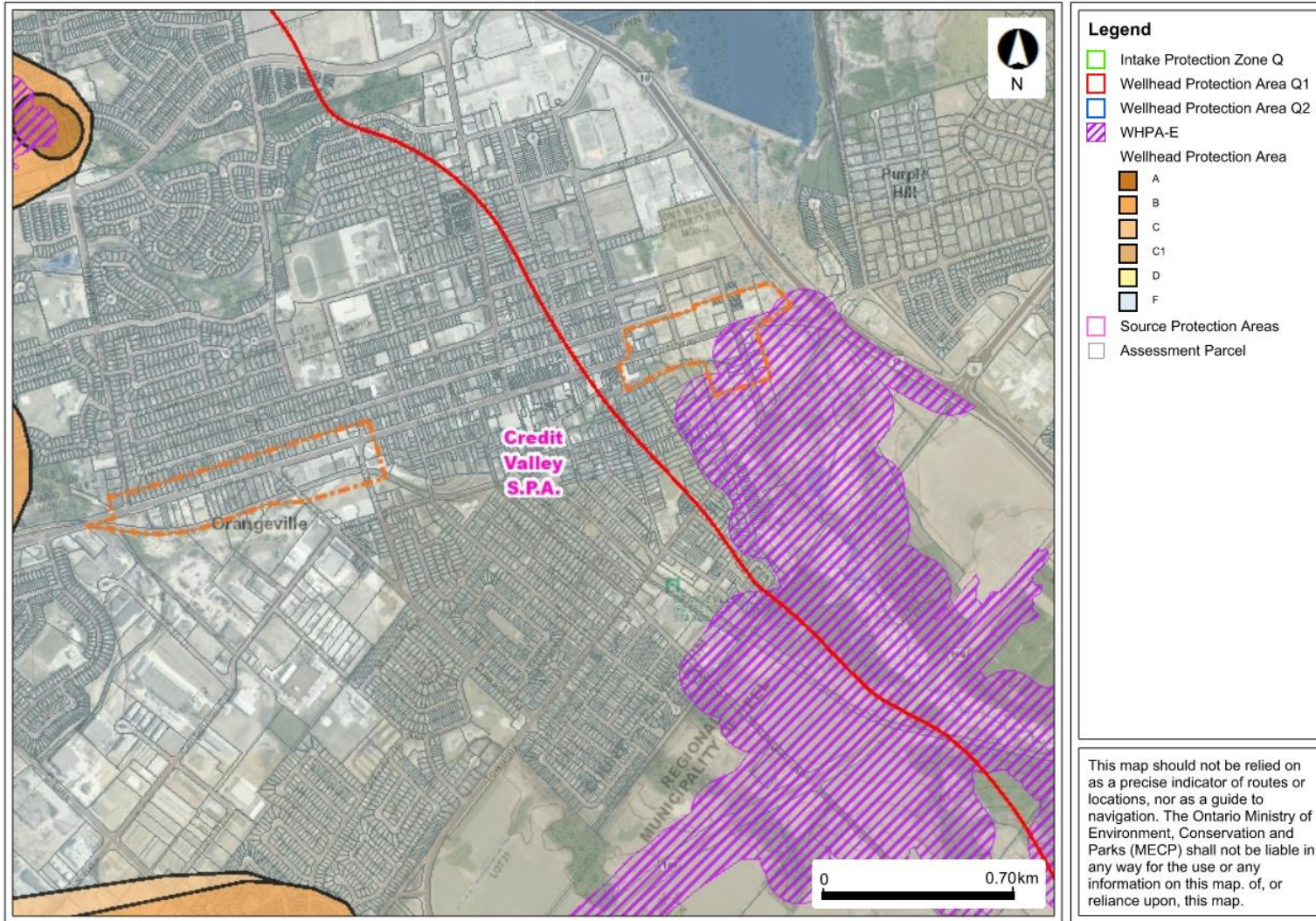


Figure 20 Broadway Source Protection Areas



**April 2025 East and West Broadway Corridor Background Study**

3.0 Existing Conditions

**3.6 Open Spaces**

Section B.2.6 of the Town of Orangeville OP states that the Town will maximize opportunities for recreation on existing spaces and facilities, plan for an integrated parkland system, create integrated, off-street trail system for active transportation, enhance quality and accessibility of Island Lake Conservation Area, and implement the Town’s 2008 Trails Master Plan.

Figure 21 shows existing parks and open spaces within and surrounding the study area. Areas shown as Open Space Recreation, as designated in the Town OP, are intended primarily for recreation opportunities and may include indoor and outdoor parks, trails, facilities, clubs, and associated uses. Areas shown as Open Space Conservation, as designated in the OP, include natural features intended for protection and conservation uses. Other permitted uses include public works associated with watercourses, and outdoor recreation, subject to studies of environmental impact.

Within the West Broadway Study Area, as shown on Figure 22, there is currently one park, the Orangeville Community Garden and Orchard (30 Centre Street), which is managed by the Town and offers general and accessible garden plots to members of the public for the growing season between April and October. The former Orangeville-Brampton Railway is located directly south of the Study Area and is planned to accommodate a future public trail. Providing opportunities for further active transportation connections into the Study Area.

The East Broadway Study Area boundaries do not include any established parks, but the area does boast nearby access to Alexandra Park (11 2nd Street) and Dragonfly Park (15A Townline).

Mill Creek runs east-west along the south of both study areas and provides additional open space areas, designated for Open Space Conservation, and permitting outdoor recreation uses.

April 2025 East and West Broadway Corridor Background Study  
 3.0 Existing Conditions

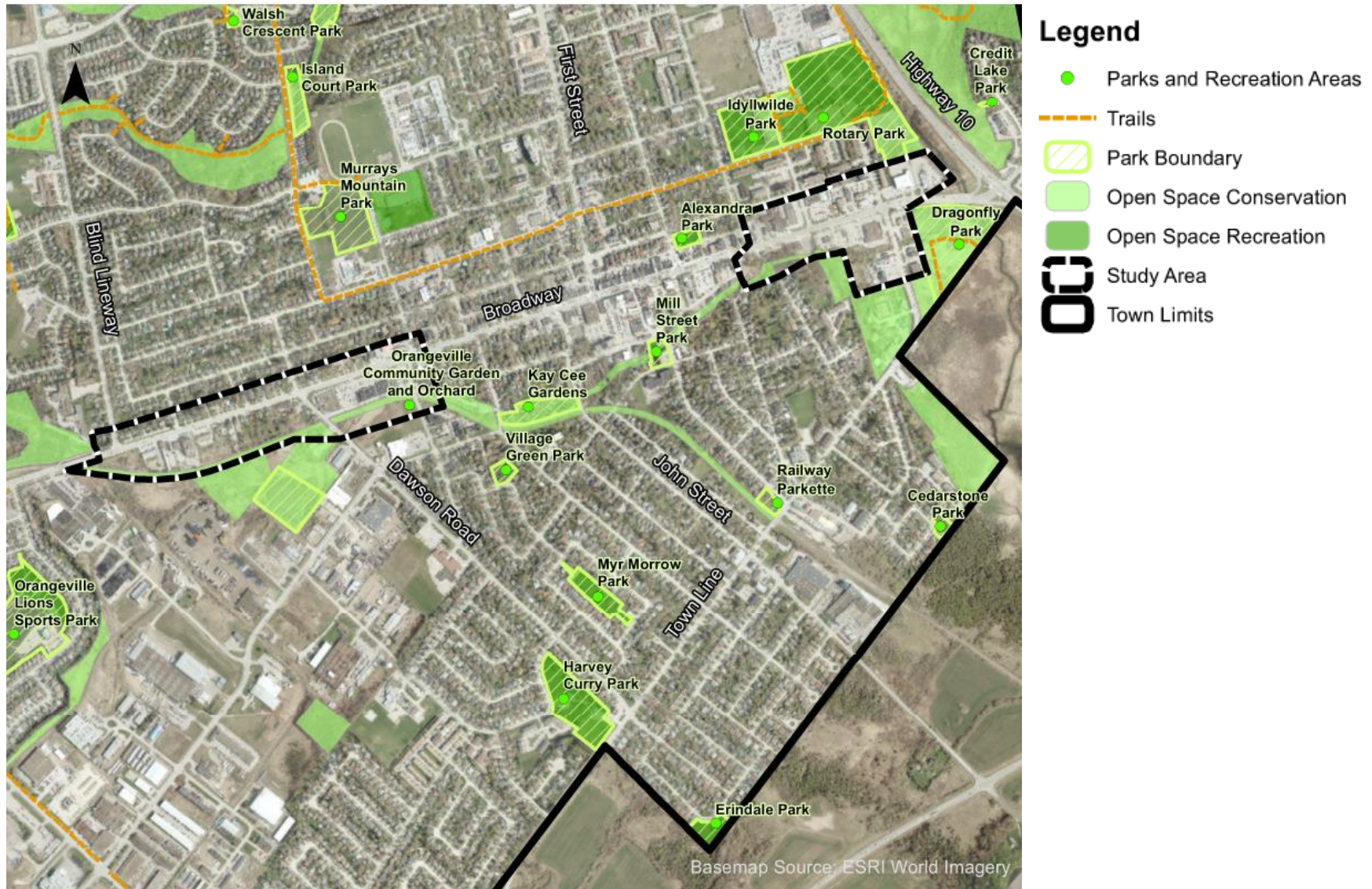


Figure 21 Open Spaces and Parks within Study Area

April 2025 East and West Broadway Corridor Background Study

3.0 Existing Conditions

### 3.7 Natural Heritage and Hazards

**Figure 22 and 23** shows the natural heritage features and natural hazards which occur within and around the Study Areas. Natural heritage refers to natural areas with significant interest to the Province, Dufferin County, or the Town. As well as waterbodies and watercourses, this includes wetlands, woodlands, and the County’s Natural Heritage System.

Within the West Broadway Study Area, Mill Creek runs along the bottom west and east corners of the Area, along with an unevaluated wetland to the east of Dawson Road. A small woodland is also located at the rear of a commercial property fronting along the south of Broadway.

Mill Creek similarly runs along east-west along the south of the East Broadway Study Area. That Study Area is also home to an area of significant woodlands south of Broadway along the west of the study area. An unevaluated wetland is located at the south of the Study Area, across several properties to the west of Townline and a Provincially significant wetland at the north-eastern corner of the Study Area, located to the west of Highway 10. Just outside the East Broadway Study Area boundary, a second Provincially significant Wetland roughly encompasses the property at the southwest corner of Broadway and Highway 10, which includes Dragonfly Park.

Per the County’s Official Plan and the Provincial Planning Statement, development is not permitted within the natural features listed above. Lands within 120 metres of these natural features do not permit development unless an Environmental Impact Study is done which demonstrates the development would have no negative impact on the natural features or their ecological function.

The County’s Natural Heritage system can be seen adjacent to both study areas and includes the abovementioned woodlands within the Study Area boundaries. The intent of the Natural Heritage System is to ensure protection, restoration, or, where possible, the enhancement of identified natural heritage features and areas, and to promote the overall diversity and interconnectivity of natural heritage features, functions and areas.

Natural Hazards of the area include areas prone to flooding and erosion, both of which impact lands to the south of each Study Area. As shown on **Figure 24**, this includes the floodplains associated with Mill Creek and the surrounding buffers which make up the Regulation Limit of Credit Valley Conservation Authority. Development within these areas is highly restricted and subject to approval from the Conservation Authority.



April 2025 East and West Broadway Corridor Background Study  
3.0 Existing Conditions

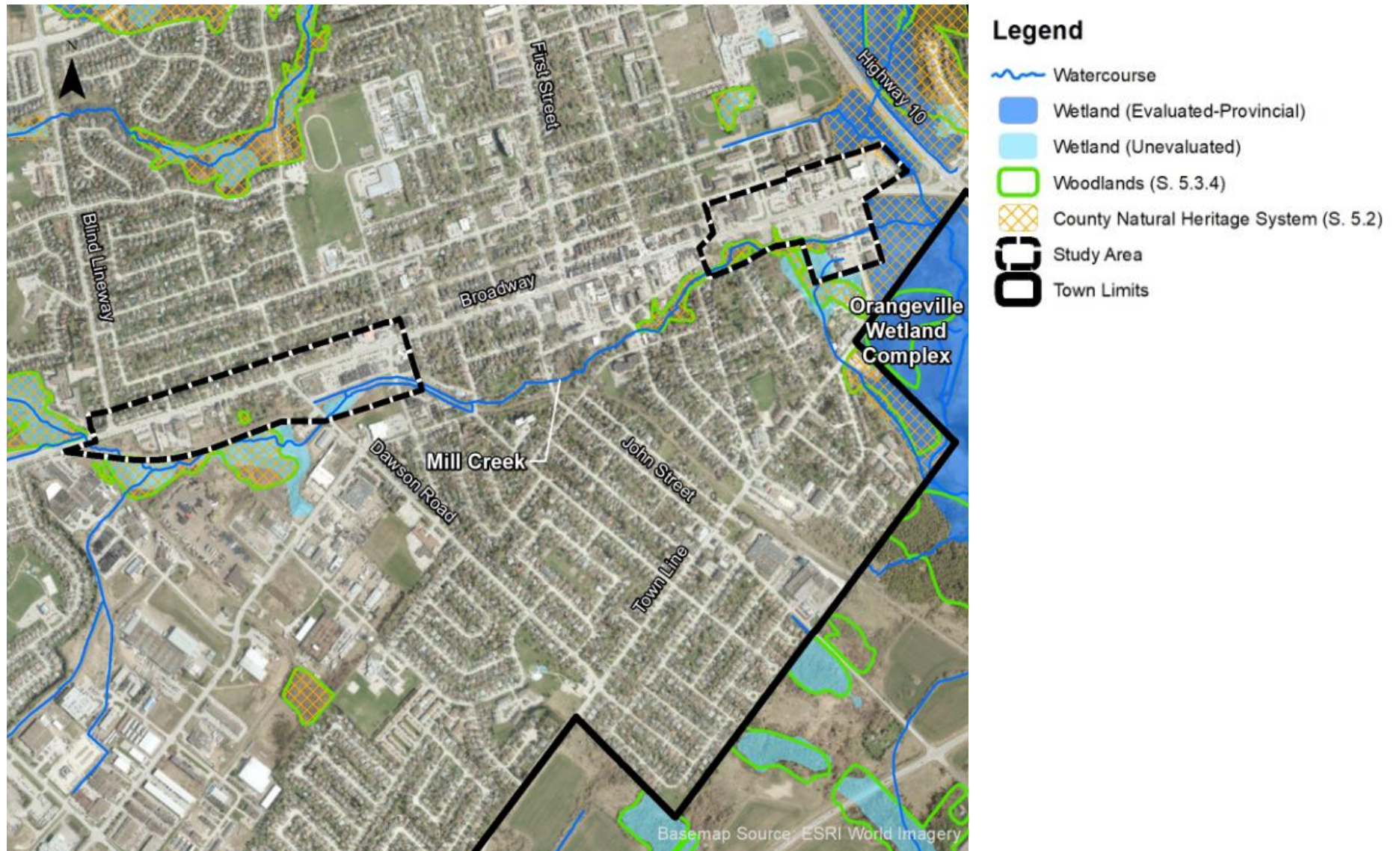


Figure 22 Natural Heritage Features and Areas within Study Area



April 2025 East and West Broadway Corridor Background Study  
3.0 Existing Conditions

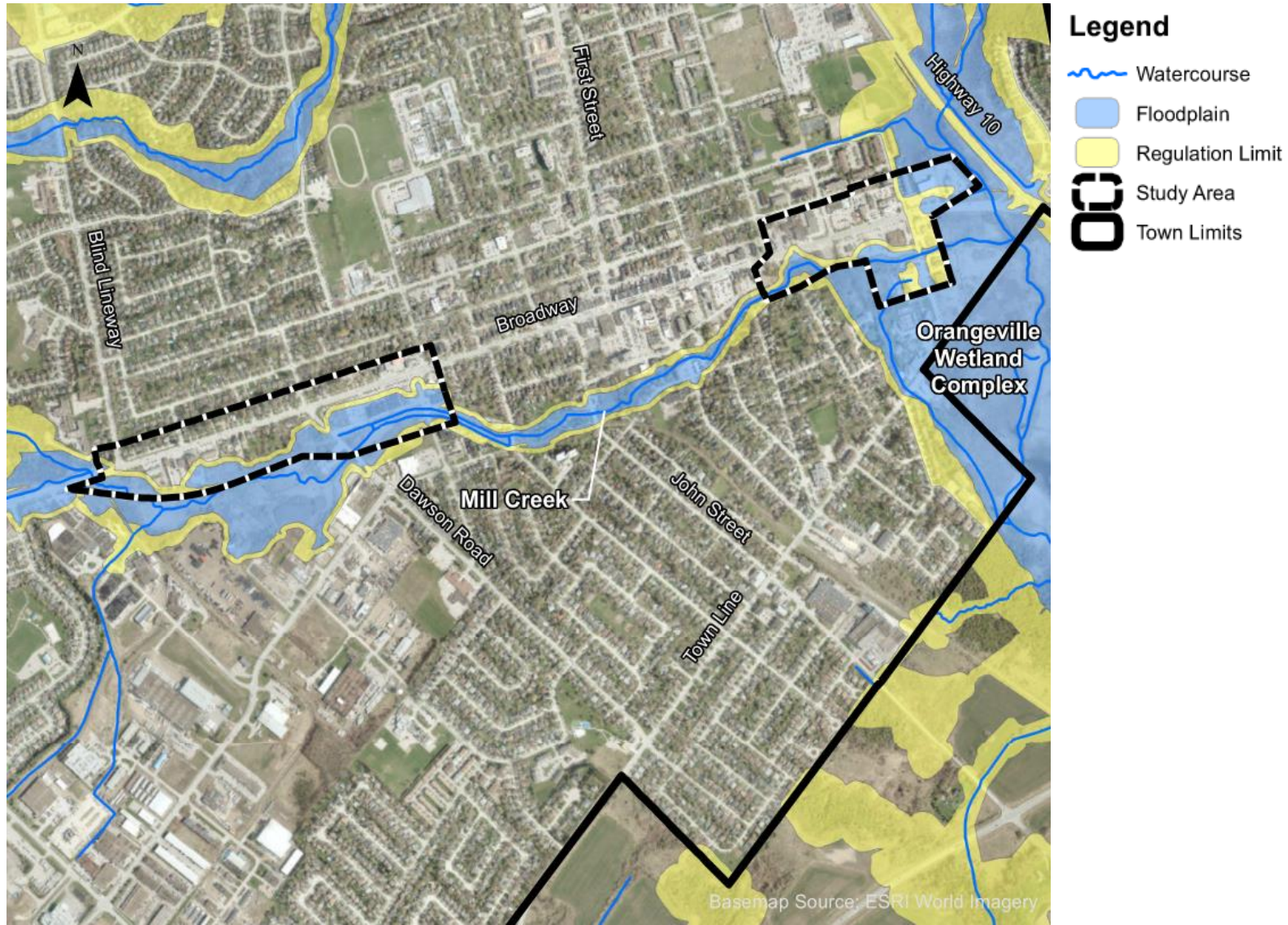
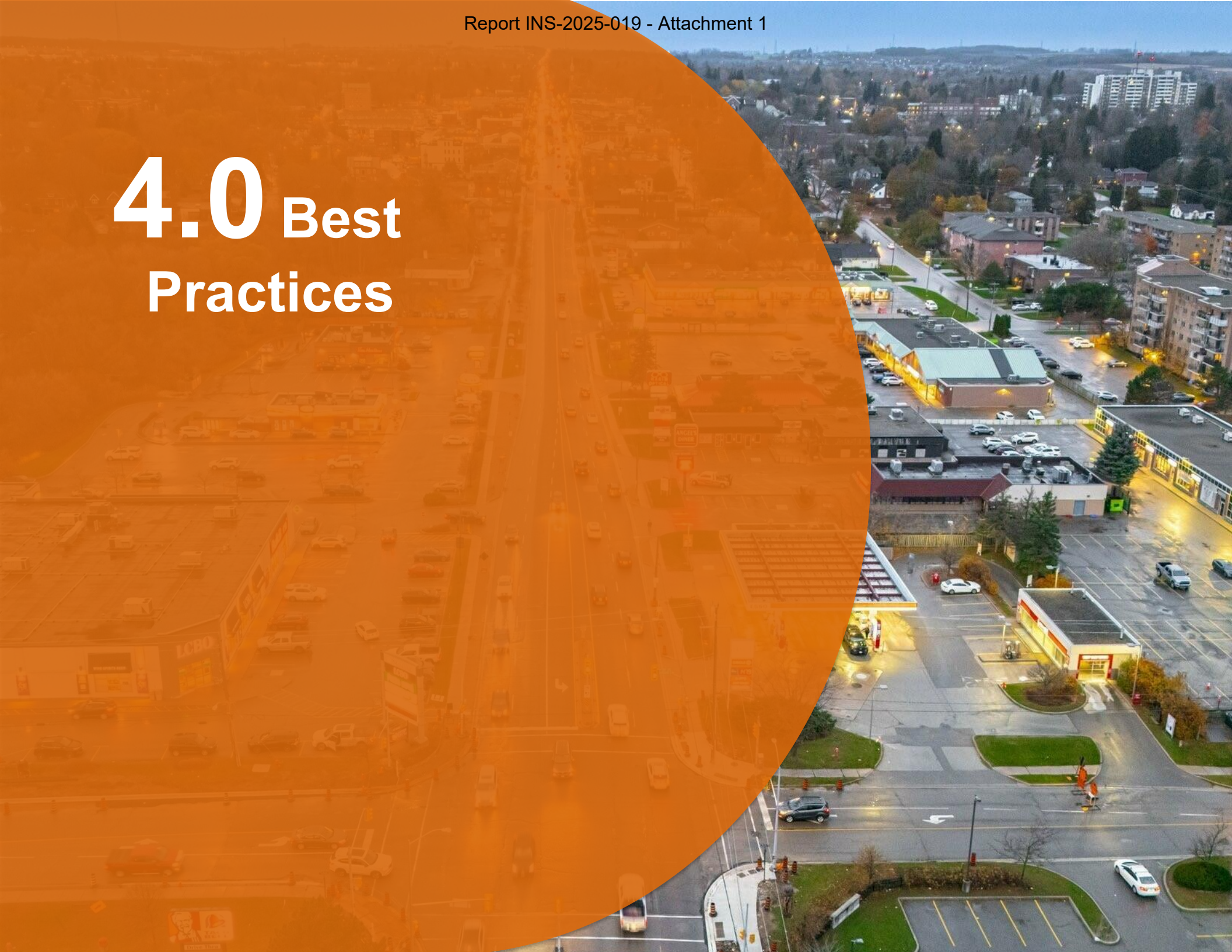


Figure 23 Natural Hazards



# 4.0 Best Practices





**April 2025 East and West Broadway Corridor Background Study**

4.0 Best Practices

**4.1 Village of Bolton – Queen Street Corridor Study**

The Village of Bolton Queen Street Corridor Study was finalized in March 2019 and provided land use and design recommendation to transform Queen Street into a “complete street”, that accommodates various forms of transportation and can thrive while accommodating future growth. The Study covered approximately 10 km of land combined along Regional Road 50/Queen Street stretching from Emil Kolb Parkway to Mayfield Road and along Regional Road 9/King Street between Coleraine Drive and the Humber Valley Trail. Similar to Broadway in the Town of Orangeville, the Queen Street corridor has a rich history, and development represents a variety of different time periods of architecture and planning, resulting in a disconnected streetscape, that can be uncomfortable for pedestrians and other active transportation users. At the time of the Study, the Queen Street corridor was experiencing development pressure to accommodate future growth which necessitated the need for change to support sustainable and compact growth.

To create a multi-modal corridor, which is a corridor that can easily and effectively accommodate various forms of transportation, the corridor study prepared two different options for several segments of the street. Of interest to the East and West Broadway Study area, are the options prepared for the auto-oriented sections of Queen Street.

**Figure 24** illustrates the two options prepared for the portion of Queen Street with a significant grade change, similar to

Broadway west of Banting Drive and east of Dawson Road. Option b introduces a street furniture zone and bicycle lane, which provides a separation between the sidewalk and the road, improving pedestrian safety and comfort. Option c proposes a planting zone to provide separation between the road and the sidewalk, but rather than individual cycle lanes, proposes the introduction of a separated cycle track.

**Figure 25** illustrates two options prepared for a portion of Queen Street which is similar in built form and land use to Broadway east of Wellington Street. Option b illustrates the potential to replace parking areas and sodded boulevards through development applications, to a comprehensive streetscape that includes planting zones, a dedicated pedestrian sidewalk and cycle tracks. In this option, we see the proposal would improve the microclimate, pedestrian comfort and safety by separating the sidewalk through plantings and lighting. In this option, no vehicular travel lanes are removed. In option, one vehicular travel lane is replaced by a planted median to provide traffic calming and introduces dedicated cycling lanes along the road and provides a wider sidewalk with a wider pedestrian planter that separates the sidewalk from the street.

The need to consolidate driveways and add shade trees and consistent furnishings were identified as key steps to achieving a successful multimodal design.

April 2025 East and West Broadway Corridor Background Study  
4.0 Best Practices

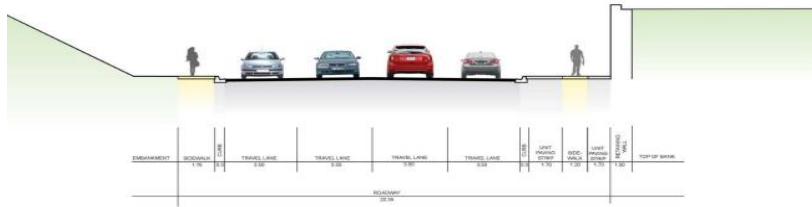


FIGURE 11a  
Existing Cross Section South of Elizabeth Street

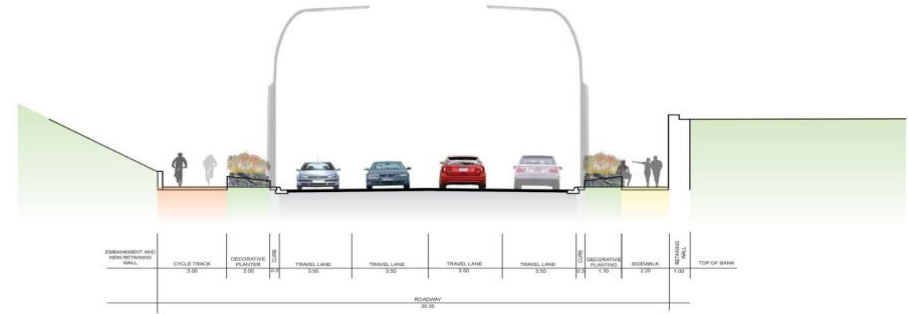


FIGURE 11c  
Public Realm Priority Scenario  
Cross Section South of Elizabeth Street

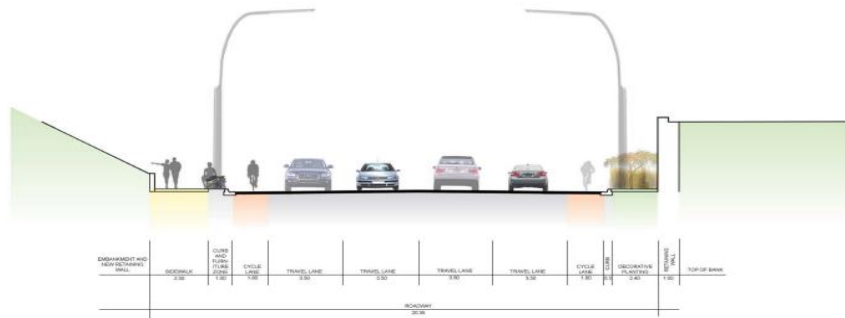


FIGURE 11b  
Active Transportation Priority Scenario  
Cross Section South of Elizabeth Street

Figure 24 Bolton Queen Street Corridor Study - Elizabeth Street Cross Section Options

April 2025 East and West Broadway Corridor Background Study  
4.0 Best Practices

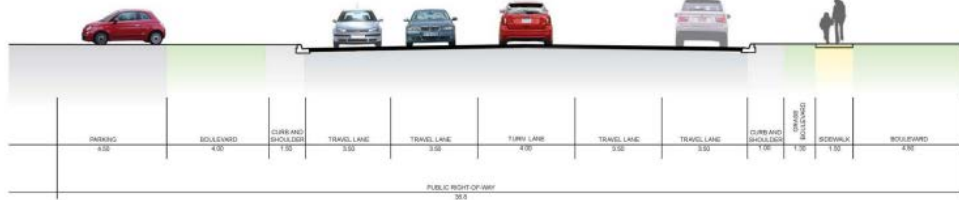


FIGURE 12a  
Existing Cross Section Between Railway Bridge  
and Ellwood Drive

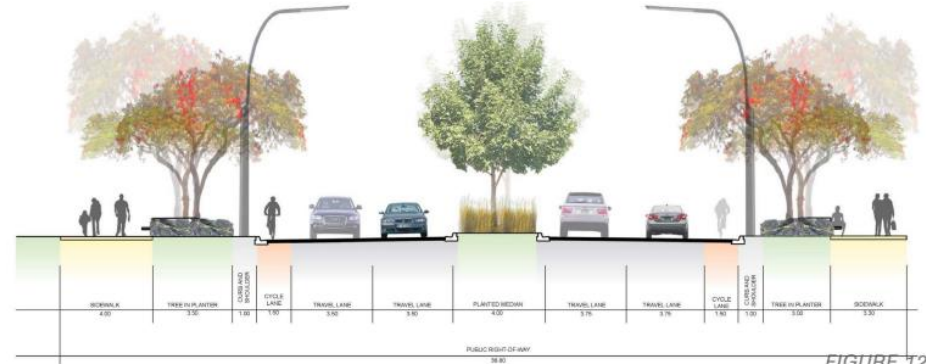


FIGURE 12c  
Public Realm Priority Scenario  
Cross Section Between Railway Bridge and  
Ellwood Drive

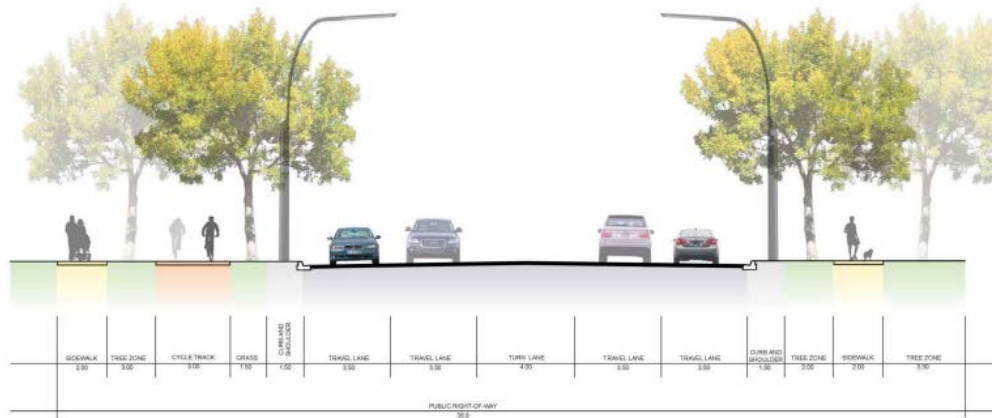


FIGURE 12b  
Active Transportation Priority Scenario  
Cross Section Between Railway Bridge and  
Ellwood Drive

Figure 25 Bolton Queen Street Corridor Study - Railway Bridge/ Ellwood Drive Cross Section Options



## April 2025 East and West Broadway Corridor Background Study

### 4.0 Best Practices

## 4.2 Uptown Waterloo – Streetscape Strategy

In 2010, the City of Waterloo and the Region of Waterloo began work to improve the King Street Streetscape which included improvements to the sidewalks, road, parking, signage, vegetation, street furniture and lighting. The Streetscape Improvement Plan was based on an overall vision to create a people-oriented space that balanced the travel needs of different forms of transportation. Similar to the Town of Orangeville, Uptown Waterloo has rich cultural heritage and several designated and listed heritage buildings.

In terms of land use, Uptown Waterloo has a dense traditional mixed-use core that transitions out to more auto-oriented uses as you approach Young Street. Heights are generally limited to 4-storeys to protect the heritage character of Uptown Waterloo and increase in height to a more high-density built form (12-25 storeys) as you move away from the historic core.

Originally King Street in Uptown Waterloo was a four-lane road with street parking located on both sides. As illustrated on **Figure 26** to improve the overall function King Street, the Uptown Streetscape Improvement Plan included the following recommendations:

- Segregated bike lanes on both sides of King Street.
- New public amenities such as tree planting, landscaping, street furniture and lights.
- Mountable roll-over curbs to improve mobility for cyclists and pedestrians.

- A wider single travel lane (to accommodate emergency vehicles)
- On-street parking on one side of the street.

Streetscape improvements were delayed due to the development of a Light Rail Transit and streetscape improvements did not begin until 2017. However, sometimes delays can result in opportunities for more innovative ideas and in 2017, a new thematic lighting metal ring to surround street trees was added to the plan. Eight years later, these lighting rings have been resilient and are a key placemaking element in the Uptown Waterloo Streetscape.

Of interest to the Study Area, portions of King Street that contain auto-oriented uses, including drive-thru restaurant establishments, through the streetscape improvements have been transformed into a comfortable pedestrian-oriented streetscape (**Figures 27 & 28**). This can be attributed to the reduction of driveways onto King Street, street trees, street furniture bollards and a wider pedestrian boulevard with a dedicated bicycle lane. Further, it can be attributed to the cohesive and connected streetscape that spans King Street in Uptown Waterloo. These changes signalize that King Street is for everyone, not just the automobile

April 2025 East and West Broadway Corridor Background Study  
4.0 Best Practices

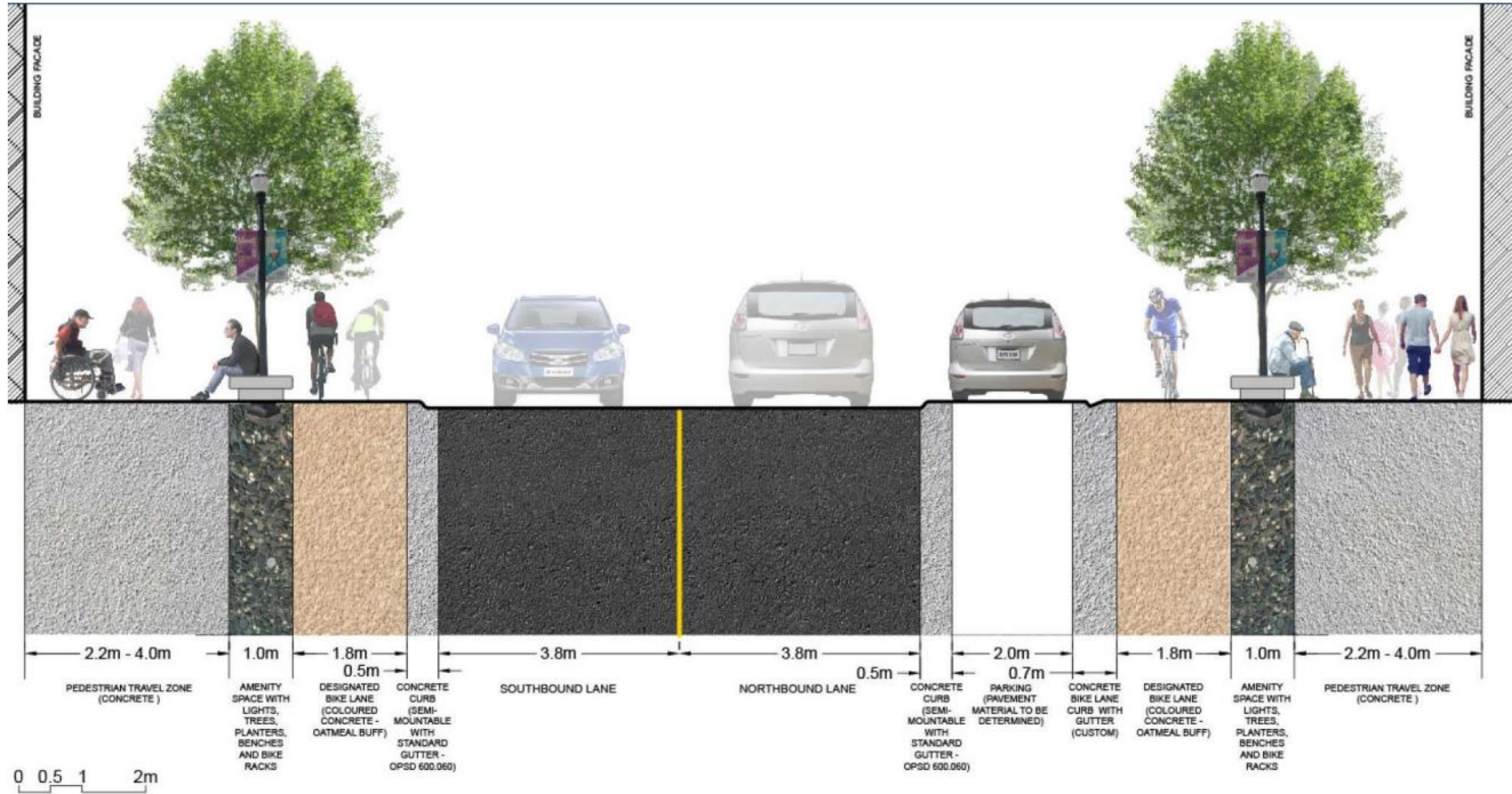


Figure 26 Uptown Waterloo King Street Cross Section

Credit: Uptown Waterloo BIA

**April 2025 East and West Broadway Corridor Background Study**  
4.0 Best Practices



**Figure 27 King Street South of Spring Street in 2014 (Left) and 2024 (Right)**

Credit: Google Streetview (2014 &2024)



**April 2025 East and West Broadway Corridor Background Study**  
4.0 Best Practices



**Figure 28 King Street at Yonge Street in 2014 (Left) and 2024 (Right)**

Credit: Google Streetview (2014 &2024)

## April 2025 East and West Broadway Corridor Background Study

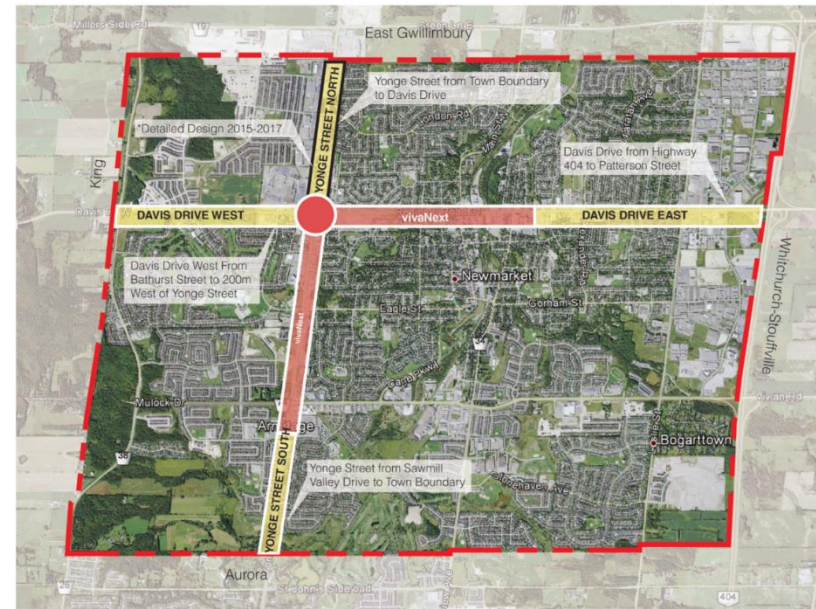
### 4.0 Best Practices

## 4.3 Town of Newmarket – Yonge and Davis Streetscape Master Plan (2015)

In 2016 the Town of Newmarket adopted a Streetscape Master Plan (**Figure 29**) for the intersection of Yonge Street and Davis Drive (Yonge and Davis Streetscape Master Plan; YDSMP). These corridors have been identified by the Province and York Region for substantial intensification and development. The Town aimed to ensure that growth was directed by design principles to enable multi-modal transportation, enhanced public amenities, and a public-private interface that was contextually informed.

The Yonge and Davis intersection is the site of a vivaNext Bus Rapid Transit (BRT) stop as well in addition to four lanes of traffic. The study area focused on portions of Yonge St. and Davis Drive exclusive of the BRT areas, but did include a requirement to ensure a seamless transition of the interface between the BRT and non-BRT streetscapes.

Similar to Orangeville’s Broadway, the Yonge-Davis corridors are high-volume arterial roads oriented to vehicle travel and their intersection forms the urban centre for the Town of Newmarket. The portions of Yonge Street and Davis Drive included in the study area provide a useful example for the East and West Broadway area, as these portions are also areas of transition from Newmarket’s urban centre to its periphery, and in the case of Davis Drive East, this includes a transition from established lower density uses towards the



**Figure 29 Yonge and Davis Streetscape Master Plan**

Credit: Town of Newmarket

Highway 404. As with Broadway, the uses and built form adjacent to the study portions typically include large format commercial, wide setbacks with parking adjacent to the street, and low-rise residential uses.

The YDSMP established a vision for corridors which was a “vibrant, green & active streetscape.” Design objectives for the plan are to:

- Create a Complete Street that caters to all users, not just motorists;
- Provide safe accessible pedestrian sidewalks;

## April 2025 East and West Broadway Corridor Background Study

### 4.0 Best Practices

- Design safe and continuous cycling infrastructure;
- Expand the urban forest;
- Improve community identity and pride; and,
- Implement Low Impact Development sustainable strategies within the public realm.

medians, multi-use paths separated from vehicle traffic by landscape buffering, pedestrian amenities, signature lighting to illuminate all modes of travel, and banners for visual interest, wayfinding, and building a sense of place.

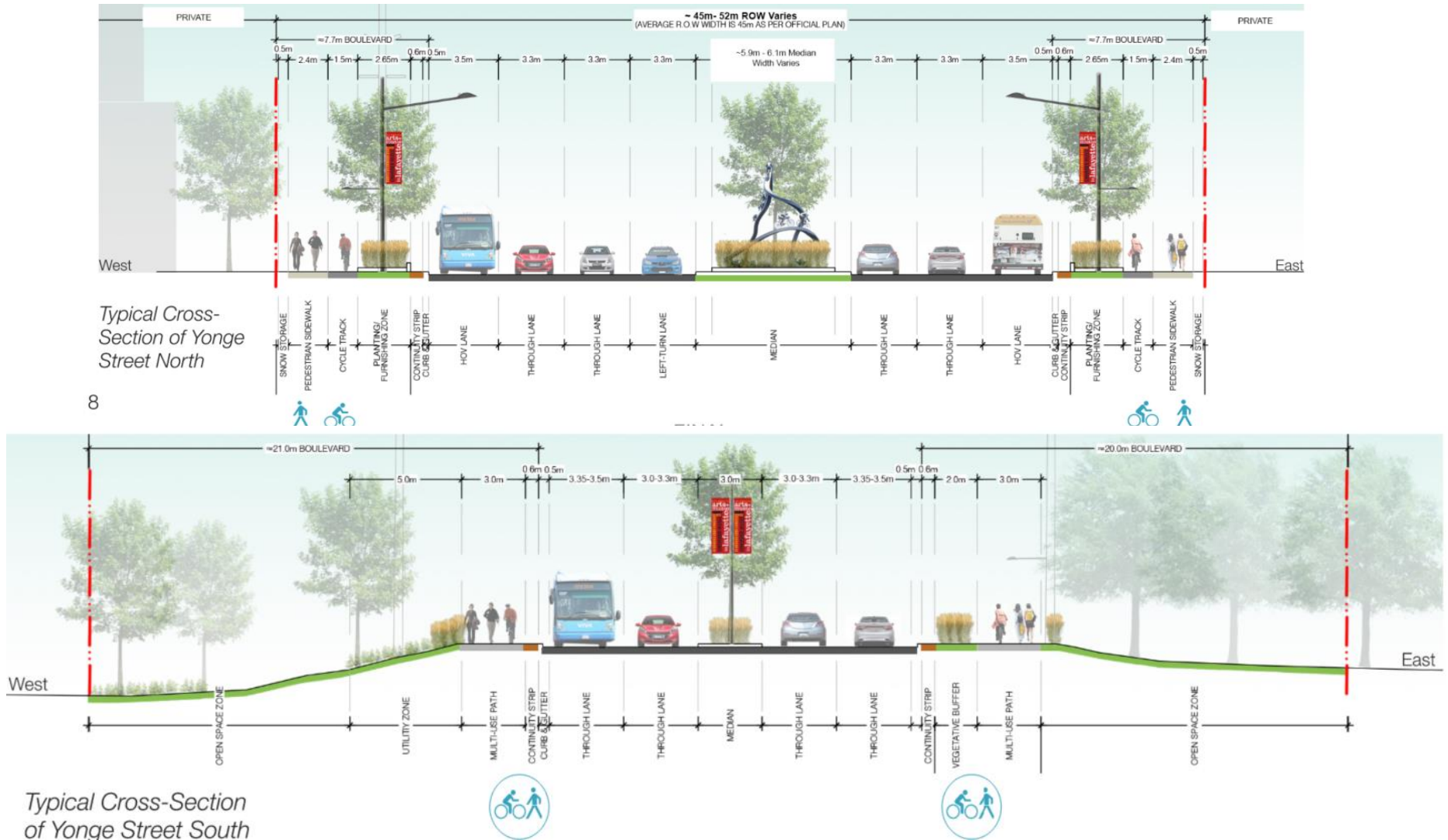
Of interest for Broadway, the final YDSMP developed a dual street typology (**Figure 30**), which allowed for responsiveness to each context’s travel and adjacent land uses and could provide a more seamless transition along each corridor.

In areas of closer proximity to the major study intersection (Yonge Street North, and the eastern portion of Davis Drive West) the YDSMP implements the Urban Streetscape Typology. This characterized by distinctive placemaking and public art, street trees and plantings for a sense of place, multi-modal connectivity, and an overall urban feeling. Design features include street trees within grates, understorey plantings in planters, a planted median including public art, a separated cycle track and pedestrian sidewalks, occasional landscape buffers separating cycling and pedestrian uses, pedestrian amenities, cycling connections between major intersections to public transportation terminals, and a seamless transition between the public and private realms.

A Green Streetscape Typology was applied to areas with greater separation from the Yonge-Davis Intersection and lower density uses. This typology is characterized by more prominent green infrastructure and multi-modal transportation, including connections to the larger trail system. Key design elements include street trees, softscaping, and planted



April 2025 East and West Broadway Corridor Background Study  
4.0 Best Practices



**Figure 30 YDSMP Dual Street Typology**

Credit: Town of Newmarket

# 5.0 Consultation





**April 2025 East and West Broadway Corridor Background Study**

5.0 Consultation

To gather local insight on existing additions and gain an understanding of how residents, employees, businesses and visitors would like to see the Study Area evolve, a public survey was launched on January 17, 2025 and ran for 4 weeks. A total of 120 survey responses were received. The majority of respondents lived in Orangeville (97) and majority of respondents were between the ages of 35-54 (60).

When asked to identify where they visit in the Study Area, many respondents identified the restaurants and shops, with Fresco, Shoppers and LCBO being identified as the most frequented stores and Greystones and Angel’s Dinner being the most favoured restaurants. A large proportion of respondents identified places within the downtown area including stores, restaurants, the library, bank and personal service shops.

When respondents were asked what they thought about the study area, key themes included that the focus areas were outdated, unappealing, lacked character, sprawling, not pedestrian friendly, congested and disjointed. However, when respondents were asked what they liked about the focus areas, many sited that these areas were easy to get to, that there were many stores, that they were important for bringing people downtown and had the potential to become a gateway.

When asked how they would like to see the focus areas change or improve, many respondents indicated that they would like to see:

- Improved walkability and cycling amenities

- Improved building face design. Respondents believed it would be advantageous to incorporate the vintage character of Downtown into the design of these areas.
- More green spaces, landscaping and parks
- More housing – with some respondents wanting to see mid-rise (3-5 storey development) and others more resistant to this built form.
- Improved parking
- Improved signage such as a Welcome/Goodbye Sign as you enter/exit Highway 10.
- Improved lighting
- More public buildings and amenities

As shown on **Figure 31**, when asked what would make you spend more time in the focus areas, the most popular answers were more restaurants/cafes, improved architecture and street design, open spaces and public events. These responses were consistent with the responses of the previous question.



April 2025 East and West Broadway Corridor Background Study  
5.0 Consultation

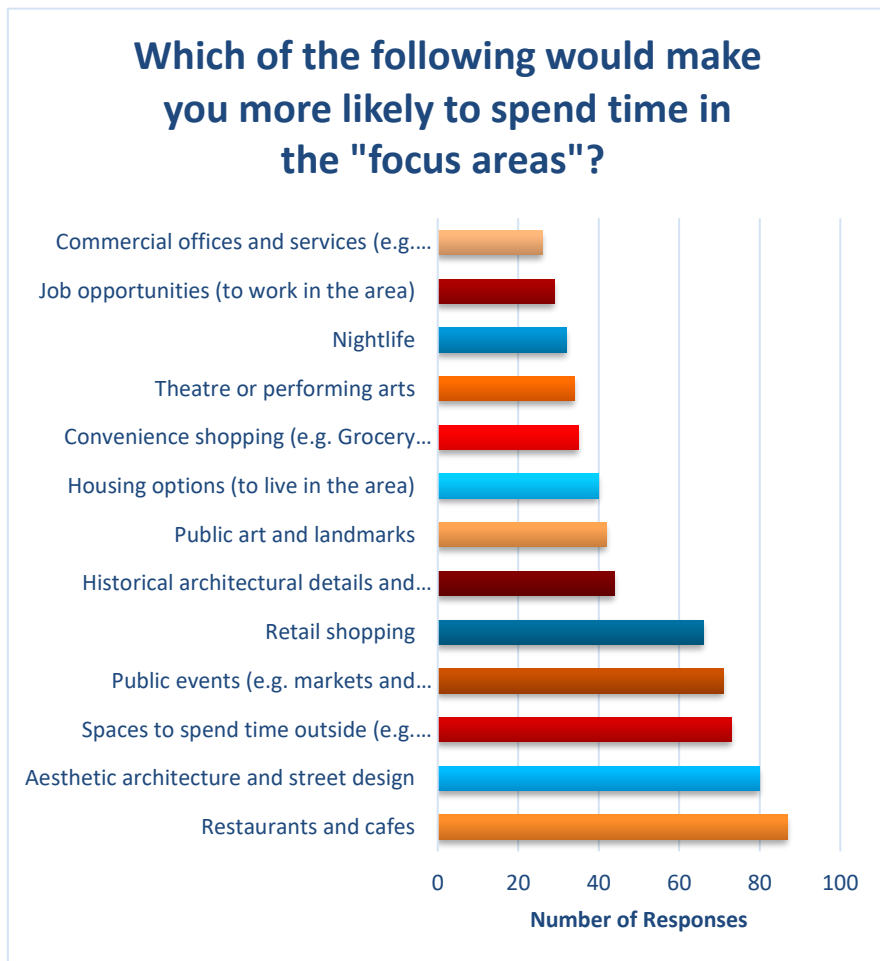


Figure 31 Bar Chart for Survey Question: Which of the Following Would Make You More Likely to Spend Time in the Focus Areas?

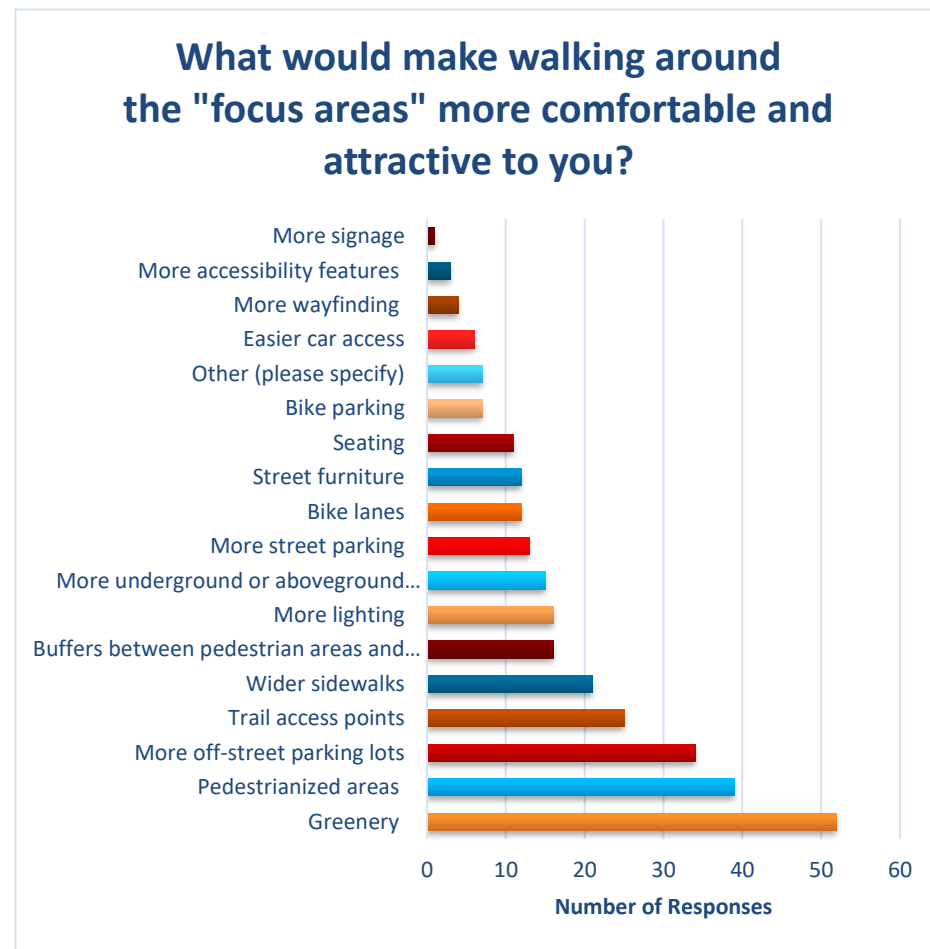


Figure 32 Bar Chart for Survey Question: What Would Make Walking Around the Focus Areas More Comfortable and Attractive to You?

## April 2025 East and West Broadway Corridor Background Study

### 5.0 Consultation

As illustrated on Figure 32, when asked what would make walking around the focus areas to be more comfortable and attractive, the most popular responses include greenery, pedestrianized areas, more off-street parking and trails.

When respondents were asked if there were any streets, neighbourhoods or urban design from elsewhere that they would like to see incorporated into the focus areas, there were a variety of responses. Many respondents wanted to see pedestrian focused design examples from cities in Europe like Amsterdam where there are narrow roads, dedicated bike lanes and wider sidewalks. Respondents liked the idea of closing specific streets to vehicular traffic similar to some European cities. More locally, respondents said to look to downtown Elora, uptown Waterloo, downtown Collingwood, Unionville, Canmore and downtown Creemore, which were downtown areas. A common theme throughout these examples were larger pedestrian pathways, a mid-rise built form which increased in height as you approached the outskirts, patios and dedicated open space areas along the main street.

When asked if there was any additional information, they would like to share in regard to the study area, many residents want to think long term, they want to make Orangeville more desirable to young people and want to see more things to do. However, respondents also raised concerns with high taxes and implications of any improvements onto their taxes, people raised concerns that Broadway was being used as a primary by-pass through the Town and some respondents raised concerns regarding building heights for apartment buildings.

# 6.0 SWOT Analysis





**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

**6.1 East Broadway Focus Area**

**Table 5** provides an analysis of the strengths, weaknesses, opportunities and threats associated with the East Broadway Focus Area.

**Table 5 East Broadway SWOT**

East Broadway Focus Area	
<b>Strengths</b>	<ul style="list-style-type: none"> <li>• Strong existing policy framework provided by the Dufferin County OP, Orangeville OP, HCD Design Guidelines, and Orangeville CIP, to help promote a community with high design standards for all land uses and a visually dynamic streetscape.</li> <li>• There is a natural slope in the elevation of Broadway that lowers towards the eastern end of this segment. The crest of this hill seems to fall within the existing downtown around First Street or John Street where it temporarily levels off. This results in view corridor opportunities towards the east, potential considerations for increased heights and better design to further emphasize the gateway. The existing lower scale downtown would not block those views, and it could be an important asset for community building.</li> <li>• There is unique public art within the east study area which connects into the Downtown through to the west study area.</li> <li>• Proximity to Highway 10 means that it is a popular destination for travelers.</li> <li>• There are many transit stops and bus shelters throughout the Study Area. This coupled with Orangeville’s free public transit service makes the area convenient to access via transit.</li> </ul>
<b>Weaknesses</b>	<ul style="list-style-type: none"> <li>• A significant amount of auto-oriented commercial uses has already been built out. These areas characterized by large surface parking areas, parking between the building and the streets, with large front yard setbacks</li> <li>• The existing streetscape has room for improvement. In some instances, the boulevard treatment is somewhat lacking, whether it be planting, AODA sidewalks, medians, lighting, utility coordination.</li> </ul>

**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

East Broadway Focus Area	
	<ul style="list-style-type: none"> <li>• Land use policies in the study area prioritize low-density, auto-oriented development, and limits stronger pedestrian and economic activity.</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• The intersection of Broadway and Highway 10 creates the potential opportunity for a gateway node at the east end of this segment of the study area. This could provide immense opportunity for built form, massing, design, streetscape treatments that clearly delineates this corner as an important focal point, and gateway into Orangeville.</li> <li>• An opportunity exists to achieve a complete street that incorporates multi-modal forms of transportation. Complete Streets can include:             <ul style="list-style-type: none"> <li>○ ensuring safe and accessible streets for people of all ages and abilities</li> <li>○ giving people a range of transportation choices</li> <li>○ creating healthy and livable neighbourhoods</li> <li>○ creating vibrant and attractive public spaces</li> <li>○ supporting economic prosperity</li> <li>○ improving environmental sustainability</li> </ul> </li> <li>• Land use policies to encourage gentle density and mixed-use buildings could provide opportunity for intensified economic activity and extension of the Central Business District.</li> <li>• A series of underutilized parcels represent an opportunity for infill and intensification that would create more attractive and vibrant streetscapes.</li> <li>• There is an opportunity to connect both study areas through downtown Orangeville through complimentary streetscape design. Not necessarily the same street designs but rather through creating unique focus areas that are easily accessible via all modes of transportation and are connected through similar design treatments.</li> <li>• Opportunity to use community improvement program to encourage streetscape improvements</li> <li>• A number of higher density development projects are proposed for the study area which provide the opportunity to improve streetscape and encourage alternative forms of transportation.</li> <li>• The proposed Active Transportation Network update of the Dufferin County TMP provides lots of potential pedestrian and active transportation options to increase foot traffic to Broadway businesses</li> </ul>

**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

East Broadway Focus Area	
	and wider mobility options throughout the study areas and to directly connect the study areas with an off-road route alternative to Broadway.
<b>Threats</b>	<ul style="list-style-type: none"> <li>• The presence of any heritage designations or overlay areas could impact a site’s ability to contribute towards a better urbanization of Broadway.</li> <li>• The current lack of pedestrian connections, crossings, public open space and public connections can hinder the creation of a safe, accessible, vibrant and attractive public realm.</li> <li>• Overall lack of density can limit the ability to create an interconnected and active streetscape.</li> <li>• Mill Creek and its associated floodplain pose a constraint to development on the south side of Broadway.</li> <li>• Overhead hydro lines may pose issues for higher density development.</li> <li>• Climate change is likely to continue to create more extreme weather events and extreme heat during summer months.</li> </ul>

## 6.2 West Broadway Focus Area

**Table 6** provides an analysis of the strengths, weaknesses, opportunities and threats associated with the West Broadway Focus Area.

**Table 6 West Broadway SWOT**

West Broadway Focus Area	
<b>Strengths</b>	<ul style="list-style-type: none"> <li>• Strong existing policy framework provided by the Dufferin County OP, Orangeville OP, HCD Design Guidelines, and Orangeville CIP, to help promote a community with high design standards for all land uses and a visually dynamic streetscape.</li> </ul>



**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

West Broadway Focus Area	
	<ul style="list-style-type: none"> <li>• The majority of uses are low-rise, maximum 2-storeys in height. These types of uses are typically easier and more cost effective to remove. This could result in increased investment and redevelopment interest.</li> <li>• The slope of Broadway continues to rise at the eastern end of the western study area. While it levelled off for a segment, it gradually starts to ramp up towards the east. Further view corridors and opportunities are created that could work in concert with any nodes/gateways.</li> <li>• There is unique public art within the east study area which connects into the Downtown through to the east study area.</li> <li>• There are many transit stops and bus shelters throughout the Study Area. This coupled with Orangeville’s free public transit service makes the area convenient to access via transit.</li> </ul>
<b>Weaknesses</b>	<ul style="list-style-type: none"> <li>• The existing built form doesn’t currently support a strong and safe pedestrian realm along this important corridor.</li> <li>• The streetscape, which should be coordinated between private and public lands are somewhat lacking. The streetscape could benefit from a more coordinated approach between these two areas as they equally contribute towards the level of urbanism desired by Council and Staff.</li> <li>• Land use policies in the study area prioritize low-density, auto-oriented development, and limits stronger pedestrian and economic activity.</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• The intersection of Broadway and Centre Street could be a potential node/focal point. It would demarcate the end of the traditional downtown and signify entering a new area.</li> <li>• Underutilized lots provide opportunities to infill and contextually sensitive intensification with both residential and commercial uses.</li> <li>• Opportunity to provide feedback on the existing urban design policies and improve based on specific area locations.</li> <li>• A notable trail/Rail corridor follows the southern boundary of the entire length of the study area. There is immense opportunity to utilize this as a multi-purpose trail, which would create good opportunities for pedestrian connections, particularly from any future redevelopment along the south side of Broadway. The rail does not seem to be used by the time it gets to Broadway for rail uses. Also, the original rail corridor that extended west of the study area on the north side of Broadway has</li> </ul>

**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

<b>West Broadway Focus Area</b>	
	<p>already been converted into a multi-use path. If there is an opportunity to convert this into a trail, not only would this assist with overall pedestrian infiltration through the study area, but it would also create opportunities for views into this naturalized area to the south.</p> <ul style="list-style-type: none"><li>• Land use policies to encourage gentle density and mixed-use buildings could provide opportunity for intensified commercial and housing opportunities.</li><li>• Built form could be coordinated to take full advantage of this potential condition.</li><li>• Opportunity to use community improvement program to encourage streetscape improvements.</li><li>• The proposed Active Transportation Network update of the Dufferin County TMP provides lots of potential pedestrian and active transportation options to increase foot traffic to Broadway businesses and wider mobility options throughout the study areas and to directly connect the study areas with an off-road route alternative to Broadway.</li></ul>

**April 2025 East and West Broadway Corridor Background Study**

6.0 SWOT Analysis

<b>West Broadway Focus Area</b>	
<b>Threats</b>	<ul style="list-style-type: none"><li>• Physical condition of the sidewalks, roads, parking areas and streetscaping may impact attractiveness for the area.</li><li>• At the west end of the study area, along the north side of Broadway, between Banting Drive and Blind Line, there appears to be a private driveway that runs parallel to Broadway. This could prevent that block from being redeveloped in a meaningful way as it appears 6 residences rely on this shared access.</li><li>• The change in grade on the west side of the study area poses a threat from a design perspective and limits certain streetscape improvements.</li><li>• The presence of any heritage designations or overlay areas could impact a site’s ability to contribute towards a better urbanization of Broadway.</li><li>• Overall lack of density may limit the ability to create an interconnected and active streetscape.</li><li>• Overhead hydro lines may pose issues for higher density development.</li><li>• Climate change is likely to continue to create more extreme weather events and extreme heat during summer months.</li></ul>



# 7.0 What We Know & Next Steps



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

In conclusion, Broadway is the Town of Orangeville’s main thoroughfare connecting the Town to Highway 10 to the east and Regional Road 109 to the west. It is a focal point of the community with a range of services and amenities, including Downtown Orangeville. The East and West Broadway Focus Areas are located directly outside of Downtown Orangeville and were designed to serve a different function in the community, one more focused on serving the needs of the travelling public. This is not dissimilar to other areas in southern Ontario which are in proximity to highways or other key transportation corridors.

Both Focus Areas serve a different function to the community but provide disjointed appearance which reflects different eras of planning and architecture. These areas were designed to cater the needs of the automobile and are uncomfortable to travel through as a pedestrian or cyclist due to the lack of streetscaping, proximity of the sidewalks to the road in specific areas and lack of boulevard plantings and street trees to create a comfortable microclimate which protects non-automobile users from wind, heat and other extreme temperature changes.

The County of Dufferin recently completed its Municipal Comprehensive review and due to the significant population growth expected for the Town and limited expansions opportunities, it established an intensification rate of 60% for the Town of Orangeville. Meaning that 60% of all new development must occur within the Town’s built-up area, which includes the Study Area. The Study Area is well positioned to accommodate additional growth due to its proximity to major

transportation corridors (i.e. Highway 10, Regional Road 109) and proximity to amenities and services, including the Downtown. As a result, these areas are experiencing increasing development pressure to leverage their strategic location.

The East and West Broadway Corridor Study is intended to review the existing conditions and provide recommendations from an infrastructure, transportation and planning perspective to ensure the future growth is appropriate, compatible and meets the needs of current and future generations.

Through our background review, it was determined that Town policies within the Study Area were outdated, focusing primarily on serving the needs of the travelling public, which will not result in the creation of a complete community with a distinct character and function. While the Study Area contains some listed and designated heritage buildings, it is not as concentrated as the Downtown and therefore provides an opportunity to focus residential growth in these areas, which will support businesses in both the Study Area and Downtown Orangeville.

Through our review of the existing conditions, upgrades to water infrastructure are needed to accommodate additional growth beyond the year 2031. An Environmental Assessment is underway to address water needs to the year 2051 and will facilitate the creation of a new well. The wastewater plant has capacity to accommodate additional growth, and future wastewater demands will need be evaluated and addressed once

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

the plant reaches an operating capacity of 85-90%. Regarding critical road movements, (i.e., the worst performing movements at each intersection per peak period), most intersections are operating at a level of service B (i.e. traffic is operating at a reasonably free flow but speeds are beginning to be impacted by other vehicles and/or traffic conditions). The only exception is the eastbound through traffic of Broadway/Blind Line at the PM peak hour which is operating a level of service D (i.e. speed and maneuverability of traffic are severely reduced due to the density of vehicles). When reviewing the capacity of traffic signals(i.e. 95<sup>th</sup> percentile queues), most signal operations are sufficient, apart from Town Line and Broadway, where the southbound left-turn storage exceeds capacity by approximately 5 meters (i.e. 1 vehicle) during the PM peak hour.

The location of the Mill Creek floodplain in the East Broadway Focus Area and the significant changes in grade in the West Broadway Focus Area presents challenges to development within the Study Area. The existing built out development, physical condition of the streetscape (i.e. sidewalks, roads, lack of vegetative buffers) and parking in front of existing buildings, poses a challenge and threat to the creation of an interconnected and comfortable streetscape. However, there are also many strengths and opportunities for the Study Area including opportunities to leverage existing public art, planned pedestrian connections and redevelop underutilized sites with higher density uses which can help facilitate the creation of vibrant streetscape.

Overall, the Study Area does not need to compete with Downtown Orangeville nor mirror it; there is the opportunity to connect the Study Area through Downtown Orangeville through complementary streetscape treatments and uses.

A public survey was conducted to gather feedback on the Study Area, informing the findings of the background review. The most popular suggestion for improvement included improved walkability and active transportation connections, building façade improvements, better signage and lighting and increased housing options. Respondents appreciated the Study Area’s accessibility, the presence of frequently visited shops and stores and redevelopment potential. While respondents appreciated the convenience of the Study Area, they wanted an improved streetscape experience and diverse mix of uses. Specifically, they expressed a desire for more greenery, better streetscaping, patios, and pedestrianized areas This sentiment was echoed in the examples of good streetscapes provided by respondents.

One concern to the development of cohesive and vibrant streetscape is timing; will improvements slowly through redevelopment applications be funded by the developer or will they be town-initiated and financed through other means. Additionally, while streetscape improvements are possible, existing car-oriented uses can sometimes hinder the creation of a comfortable multi-modal streetscape. This was a significant consideration during the background review, recognizing that redevelopment will take time, and some auto-oriented uses may be necessary to support travelers along



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Highway 10. As a result, our best practices review focused on streetscape studies/redevelopment projects with auto-oriented components to understand how this issue has been addressed in the past. A common theme in these case studies was to limit auto access points along the primary street, develop furnishing areas/landscaping areas to separate the sidewalk from the street, and maintain consistency in design.

This report represents the culmination of the initial background research and initial public engagement to inform the East and West Broadway Corridor Study. Next steps in the project include presenting the results of this background research to Council and the public through a formal presentation at a regularly scheduled meeting of Council.

Subsequently, the project will proceed to Phase 2, Development Vision and Planning Study, where the background data will be utilized to develop a land use framework with input from the public that guides future redevelopment of the Broadway corridor.

A summary of next steps for the project is below:

- 1. Phase 1: Project Initiation and Information Gathering
  - a. Present Background Research (April 2025)
- 2. Phase 2: Development Vision and Planning Survey
  - a. Draft Visioning and Land Use Framework (April-June 2025)
  - b. Key Informant Interviews (April to June 2025)
  - c. Public Engagement Session (May 2025)

- d. Prepare Draft Report (June to July 2025)
- e. Present Development Vision and Planning Study (July/ August 2025)

3. Phase 3: Implementation

- a. Draft Design Guidelines and Streetscape Plans (August/September 2025)
- b. Draft Planning Instruments (August/September 2025)
- c. Draft Fiscal Strategy (August/September 2025)
- d. Presentation of Implementation Tools (October/November 2025)

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**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

# Appendix A

## Land Use Designations and Zoning Classification Tables



**Town of Orangeville Official Plan Land Use Designations**

<b>OP Land Use Designation</b>	<b>Intent</b>	<b>Permitted Uses</b>	<b>Relevant Policies</b>
<b><i>Service Commercial</i></b>	Intent is to provide a specific range of commercial uses that are accessible along Orangeville’s major transportation routes. They are predominantly automobile oriented uses.	<p>Include automobile service stations, public garages, motels, warehouses, animal hospitals, repair service and rental establishments, commercial recreation uses, private clubs, funeral homes, day care centrals and uses that require large display or storage areas. OPA 96 prohibits specific automobile uses within the study area to reinforce the East Broadway Study Area’s role as a gateway into the Downtown Heritage Conservation District.</p> <p>Restaurants, offices, financial institutions, personal services and convenience commercial uses are permitted as secondary uses. Adult entertainment uses are also permitted as a secondary use, subject to restrictions.</p>	General retail uses, departments stores and food supermarkets are not permitted.
<b><i>Neighbourhood Commercial</i></b>	To accommodate retail and service commercial uses at moderate scale, usually in the form of shopping centres with consolidated parking.	Include supermarkets, drug stores, hardware stores, service establishments, small scale retail uses, recreational uses, offices and veterinary clinics. Residential uses are permitted within the upper floors of buildings containing other permitted uses.	Generally, to be located on arterial or major collector roads. Establishes maximum sizes for retail uses.

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

<b>OP Land Use Designation</b>	<b>Intent</b>	<b>Permitted Uses</b>	<b>Relevant Policies</b>
<b>Central Business District</b>	To act as focal point of the Town with the most diverse concentration of central functions in the Town, including retail, office, service entertainment and other commercial uses.	Include a full range of commercial activities such as offices, personal and business services, retail, cultural, recreation and entertainment facilities, parks, institutions.	<p>The Town in particular wants to see destination retailers, specialty shopping facilities, personal services, government facilities, entertainment facilities and attractions and services for tourists.</p> <p>New development needs to maintain and enhance the attractive historical appears of the downtown.</p>
<b>Restricted Commercial Residential</b>	Areas in transition from residential to commercial uses that provide a linkage between the Central Business District and the general commercial area in the Highway 10 corridor.	Permits a range of commercial and residential uses, alone or in combination.	<p>The form of development is converted house-form buildings. New development needs to have regard to the character of adjacent areas.</p> <p>Lands designated Restricted Commercial Residential on the south side of Broadway, west of Broadway is intended to transition to higher density, mixed-uses over time. It is intended that the character of adjacent residential neighbourhoods shall be respected through architecturally-sensitive forms of development and by properly screening elements such as off-street parking. This corresponds with their identification as an Intensification Area on Schedule B1.</p>
<b>Residential</b>	To provide an adequate supply of living accommodations with a	Appropriate range of housing types such as single detached dwellings, converted dwellings, semi-detached dwellings,	The location of housing types and densities are guided by Schedule C – Residential Density Plan. Low density

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

OP Land Use Designation	Intent	Permitted Uses	Relevant Policies
	<p>full range of sizes, types and densities for households of different ages and incomes.</p>	<p>duplex dwellings, triplexes, quadplexes, townhouses and</p> <p>Complementary uses that are compatible with residential uses including institutional uses, supportive housing,</p>	<p>residential is the predominant density permitted in the study area which restricts development to single detached and semi detached dwellings. There are other pockets within the study area which are designated medium density residential and high density residential. These two density categories permit townhouses and</p> <p>Schedule C – Residential Density Plan identified that the majority of lands within the Study Area are low density</p> <p>density of 25 units per hectare. This corresponds with the zone classification in the Zoning By-law. Lands identified as Medium Density have a maximum residential density of 99 units per</p>
<p><b><i>Open Space Conservation</i></b></p>	<p>To protect natural features and areas and to direct development away from hazards.</p>	<p>Principal use of land shall be the</p> <p>Other permitted uses may include public outdoor recreational uses and accessory</p> <p>All uses are subject to the approval of the</p>	<p>Boundaries of the Open Space Conservation designation may be refined through individual applications and the implementing zoning by-law.</p>



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

**Town of Orangeville Zoning By-law Permitted Uses**

Use	R1	R2	RM1	C2	C3	C5	CBD	OS2
<i>Residential Uses</i>								
Single Detached Dwelling	•	•				•	• (1)	
Semi-Detached Dwelling						•	• (1)	
Duplex Dwelling						•	• (1)	
Triplex Dwelling						•	• (1)	
Townhouse			•				• (1)	
Multiple Dwelling			•				• (1)	
Converted Dwelling house (4+ units)			•					
Converted Dwelling House (no more than 3 dwelling Units)						•		
Dwelling Unit or Units on Upper Floor				•			•	
Mixed-use building (no more than 3 dwelling units)						•		
Home Occupation	•	•	•	•		•	•	
Retirement home			•			•	• (2)	
Group Home	•	•	•			•		
<i>Commercial, Service And Related Uses</i>								

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Use	R1	R2	RM1	C2	C3	C5	CBD	OS2
Automobile Service Station				•				
Business Or Professional Office				•		•	•	
Commercial School				•				
Financial Establishment				•			•	
Medical Centre				•		•	•	
Medical Laboratory				•		•	•	
Personal Service Establishment				•			•	
Recreational Establishment				•	•		•	
Restaurant				•	•		•	
Retail Store				•		•	•	
Repair, Service Or Rental Establishment				•	•		•	
Veterinarian Clinic				•		•	•	
Pet Grooming Establishment					•	•		
Beautician						•		
Hair Care Establishment								
Optometrist						•		
Cinema							•	

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Use	R1	R2	RM1	C2	C3	C5	CBD	OS2
Club House							•	
Communications And Broadcasting Establishment							•	
Hotel Or Motel					•		•	
Parking Lot							•	
Wholesale Establishment								
Automotive Use					•			
Adult Entertainment Parlour					•			
Building Supply Outlet					•			
Club House					•			
Dry Cleaning Or Laundry Establishment					•			
Farm Implement Sales And Service Establishment					•			
Hardware Store					•			
Home Furnishing Or Improvement Retail Use					•			
Kennel					•			
Printing And Photocopying Establishment					•			
Real Estate Office					•			
Variety Store					•			



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Use	R1	R2	RM1	C2	C3	C5	CBD	OS2
Vehicle Storage Facility					•			
Video Film Outlet					•			
Warehouse					•(3)			
Wholesale Establishment					•		•	
Shoe Repair Shop						•		
Tanning Salon						•		
<i>Community And Institutional Uses</i>								
Crisis Care Facility	•	•	•			•	•	
Long Term Care Facility			•				• (2)	
Convalescent							• (2)	
Nursery School				•		•	•	
Art Gallery						•	•	
Art Or Photographic Studio						•		
Funeral Home					•	•	•	
Library							•	
Museum							•	
Religious Establishment						•	•	

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Use	R1	R2	RM1	C2	C3	C5	CBD	OS2
School							•	
Theatre							•	
Assembly Hall					•		•	
<i>Open Space, Recreation And Conservation</i>								
Public Park Or Playground	•	•	•					

- (1) on a lot that does not abut Broadway
- (2) On upper floors, on a lot that does not abut Broadway
- (3) with up to 20% of the ground floor area devoted to an accessory retail store

# Appendix B

## Relevant Planning Policies, Regulations and Guidelines



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

**Dufferin County Official Plan (2017 Office Consolidation and COPAs #2, 3, 4)**

***Urban Design***

- Local municipalities will seek to maintain and improve the physical design characteristics of the urban settlement areas and community settlement areas in the context of new and existing development and promote a high quality of community design and built form (3.9.1.a)
- Local municipalities, through the review of development applications will:
  - i. Promote efficient and cost-effective development patterns that minimize land consumption (3.9.1.b.ii).
  - ii. Promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks (3.9.1.b.iii).
  - iii. Encourage tree retention or tree replacement (3.9.1.b.iv).
  - iv. Encourage design that considers, and wherever possible continues, existing and traditional street patterns and neighbourhood structure (3.9.1.b.v).
- Local municipalities may require development proponents to submit design and architectural control guidelines with development applications, establishing how the policies of this Plan and the local municipal official plan have been considered and addressed. Such

guidelines may also be required to address related issues of streetscaping, landscaping, setbacks, signage, garage placement, and architectural treatment in accordance with any local design guidelines and zoning by-laws (3.9.1.c).

- Local municipalities will encourage the integration and accessibility of community uses including schools, municipal facilities, institutional uses, parks and open spaces and recreational uses through pedestrian, cycling and trail linkages. Local municipalities may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process, in accordance with the policies of this Plan, local municipal official plans and associated master plans (3.9.1.e).
- Local municipalities may undertake the preparation of urban design guidelines to achieve the policies of this Section and local municipal community design policies for all or specific areas (3.9.1.f)

***Community Improvement Plans***

4. Local municipalities are encouraged to prepare Community Improvement Plans to proactively stimulate community improvement, rehabilitation and revitalization (3.9.2.a).
5. The County may use the Community Improvement provisions of the Planning Act to participate in a Community Improvement Plan of a local municipality (3.9.2.b).
6. The County and local municipalities will be satisfied that its participation in community improvement activities will be within its individual financial capabilities (3.9.2.c)

**Town of Orangeville Official Plan (2025 Office Consolidation)**

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

D.7.2 Community Form and Identity

- New development will be located and organized to fit with its neighbours or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces. (D7.2.1)
- New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. (D7.2.2)
- New development will be massed to fit harmoniously into its surroundings and will respect and improve the local scale and character. It will minimize the impact on neighbouring buildings and open space. (D7.2.3)
- Infill development will respect and reinforce the general physical patterns and character of established neighbourhoods, with particular regard to: (D7.2.4)
  - a) patterns of streets, blocks and lanes, parks and public building sites;
  - b) general size and configuration of lots;
  - c) heights, massing, scale and type of dwelling unit compatible with that permitted by the Zoning By-law for nearby residential properties;
  - d) prevailing building types;
  - e) setbacks of buildings from the street or streets;
  - f) prevailing patterns of rear and side yard setbacks and landscaped open space;

- g) continuation of special landscape or built-form features that contribute to the unique character of a neighbourhood; and,
- h) conservation of heritage buildings, structures and landscapes.

- Gateway areas will be created at major entrances to the Town, particularly the intersection of Highways 9 and 10. Further development in these areas will generally incorporate architectural, landscaping or other features which emphasize the unique nature of the community. Development and the creation of a Gateway Area at the intersection of Highways 9 and 10 will require the approval of the Ministry of Transportation in accordance with the requirements of the Public Transportation and Highway Improvement Act. (D7.2.5)

E1.9 Neighbourhood Design

7. 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 (E1.9.2).
8. 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

**April 2025 East and West Broadway Corridor Background Study**

**7.0 What We Know and Next Steps**

neighbourhood by attractive vista strips at strategic locations such as at the head of a street (E1.9.3).

- 9. 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 facilities, schools, places of worship, and bus stops will be designed to be conveniently accessible by foot from all dwellings (E1.9.4).
- 10. 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 (E1.9.5).
- 11. 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 the creation of a canopy over the street (E1.9.6).
- 12. 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 verandas may also be appropriate, in order that the garage may be recessed relative to other building elements (E1.9.7)
- 13. The on-street parking supply for new residential neighbourhoods will be addressed prior to the granting of

approval for 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 [OPA 63] (E1.9.8).

- 14. Council may authorize the development of architectural guidelines including, but not necessarily limited to, those relating to the character, scale, appearance and design features of buildings and their suitable design (E1.9.9).

**E2.9 Commercial Urban Design**

- 15. Council supports the development of commercial areas which are attractive, and which enhance the commercial vitality and community image of Orangeville. To achieve this goal, Council has undertaken a Community Urban Design Study which resulted in the approval of urban design guidelines for all commercial areas within the Town. It is Council’s intent that any and all commercial development, redevelopment, or renovation projects will assist in the implementation and be consistent with the guidelines to the greatest extent possible, and work towards enhancing and reinforcing Orangeville’s unique sense of place.
- 16. It is also Council’s intent that the effectiveness and implementation of the urban design policies of this Plan and the urban design guidelines will be reviewed, updated, and/or revised from time to time, as necessary, to ensure that they continue to accomplish the objectives of the Town.

**E8 Specific Policy Areas**

E8.62 Notwithstanding the Service Commercial designation of the lands located on the north and south sides of Broadway, between Third/Wellington Streets and Highway 10, automotive



**April 2025 East and West Broadway Corridor Background Study**

**7.0 What We Know and Next Steps**

uses such as automobile parking depots, automobile dealerships and used car lots are not permitted, while automobile service stations and public garages are permitted.

The intent of this policy is to reinforce and complement the focus of the east Broadway area as the easterly gateway into Town and the entry into the Downtown Heritage Conservation District, and the Town’s continuing efforts to beautify this area. It is anticipated that over time, specific proposals for amendment to the Zoning By-law and redevelopment proposals will be made in accordance with this policy so as to have the effect of relocating those automotive and automotive-related uses that rely on the outdoor storage and display of motor vehicles and equipment to more appropriate areas of Town

E8.63 Notwithstanding the Restricted Commercial/Residential designation of the lands located on the south side of Broadway, west of Dawson Road, a transition to higher density, mixed-uses over time, beyond house-form buildings, can be considered for this area. It is intended that the character of the adjacent residential neighbourhoods shall be respected through architecturally-sensitive forms of redevelopment and by properly locating and screening site elements such as off-street parking. Appropriate development regulations and restrictions shall be established in the Zoning By-law through site-specific amendments, and the process of redevelopment shall be subject to site plan control. Furthermore, a restaurant shall be permitted on the property located on the southwest corner of Broadway and Dawson Road at 288 Broadway.

**Orangeville Community Improvement Plan  
Design Guidelines (August 2022)**

***Restricted Commercial / Residential Transition Areas***

These areas provide an interconnecting linkage between the Central Business District and the General Commercial area in the Highway 10 corridor north of Fourth Avenue. The form of development is converted house-form buildings. The following design guidelines relating to the Restricted Commercial/Residential Areas should be read conjunction with the General Design Guidelines.

- Existing sidewalk widths and materials shall be maintained.
- Typically, access will be limited to one driveway access per property.
- Access driveways should be minimized in width to maximize landscape opportunities.
- For residential units directly accessed from the public realm, efforts should be made to provide privacy and to differentiate between public and private space. This could include raising the entrances to 0.6m to 0.9m higher than the elevation of the abutting sidewalk to provide privacy; incorporating ground floor patio space; and/or providing for increased setbacks.
- Parking areas located in front of buildings or within the front yard is prohibited. The only exception is accessible parking spaces (if necessary).

**April 2025 East and West Broadway Corridor Background Study**

**7.0 What We Know and Next Steps**

- For corner lots, vehicular entrances to parking areas should be located on side streets and entrances along Broadway should be avoided, where possible.
- Outdoor display and open storage areas are not permitted as not to detract from the residential character of the area.
- To maintain the existing streetscape character, tall fences and hedges are discouraged in front yards.
- Efforts shall be made to retain existing mature trees, especially along the street frontage. Where trees are removed for a development application replacement trees shall be provided in accordance with any Town tree by-laws. Example of locating parking lot to side/rear of building screened from the public street.
- Parking areas that are visible from the street (i.e. on corner lots) shall be screened from public view through the use of landscape materials. Low fencing may also be used along property lines to screen parking areas.
- Where new infill development or redevelopment occurs on a site that contains or abuts a building of heritage significance, the Town will require the completion of a Heritage Impact Assessment (HIA) to assess the impact of the proposed development on the built heritage resource.
- A consistent setback forms part of the character within the Restricted Commercial/Residential Areas. New buildings should maintain the predominant setback of the block within which they are located and ideally should match with setbacks of adjacent buildings.

- In addition to building setbacks, a sense of separation should be created between public streets/sidewalks and building entrances with the use of the front lawn and plantings.
- Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.

***Multiple Residential***

Multiple-residential buildings are often divided both vertically and horizontally. Multiple residential developments can be freehold, rental or condominium in tenure.

- Building Orientation
  - Design buildings abutting built heritage resources that complement the context and heritage characteristics and that incorporate compatible proportions, rhythm of façade openings and bays, height and setback transitions, enhanced façade articulation and materials.
  - Cluster developments on private roads should be designed with consideration to the public street from which the development is accessed. Where frontage permits, this may include orienting some units to face the public street. Where frontage is only wide enough to accommodate the private access road, landscaping and/or new street trees should be provided to frame the access.
- Height & Massing

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

- Additional height for mixed-use buildings may be considered provided it is demonstrated that there are no adverse shadow impacts on existing residential development.
- Any new multiple unit residential buildings should be designed to retain the general massing character of large, detached homes in scale and appearance. The exterior walls should not have the appearance of an overly massive building block.
- Individual residential units should have clear identities through varying architectural treatment. (i.e. varying facades, window sizes/ styles, columns, etc. but should remain consistent in overall theme.
- Design townhouse blocks with a maximum of three storeys in building height and massing.
- Access & Entrances
  - Where possible, accessible entrances should be provided for ground floor units of multiple unit developments.
  - Pedestrian entrances to both single and multiple residential buildings should be spatially and architecturally prominent and welcoming.
  - In multi-tenant development, the use of multiple pedestrian entrances into the building at street level is encouraged.
  - For residential units directly accessed from the public realm, raise the entrances to 0.6m to 0.9m higher than the elevation of the abutting sidewalk to provide privacy. Incorporate stairs or ramps for barrier free access and create semi-private outdoor amenity spaces with landscaping, terraces, and low decorative fencing.
- On streets where multiple driveway accesses are not desired or permitted, consideration should be given to the inclusion of dual frontage townhomes which allow for front doors facing the street and parking in behind.
- Incorporate garage entrances that are flush with or recessed behind the building face and architecturally integrated into the main building massing.
- The use of landscaping at entrances to multiple residential sites is encouraged. Addressing or other signage should be incorporated with the landscaping.
- Parking
  - Parking for stacked and mid-rise row housing should be provided in structured parking garages, surface communal parking lots, or underground; but should not be provided through street-facing garages.
  - Within cluster developments private garages are permitted and encouraged, however accommodation should be made for visitor parking within the overall site design.
- Amenity Space



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

- For dual frontage townhomes, private outdoor amenity in the form of front porches, balconies or decks is encouraged. Private amenity areas can be provided along the front or rear façade.
- For each residential unit, incorporate a private outdoor amenity space in the form of a roof terrace or balcony.
- Architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies to provide sun access to the units below.
- Private outdoor amenity areas should be provided for ground floor units, and such areas should be screened for privacy.
- For large, clustered row housing development, a communal outdoor amenity area should be provided.
- In areas that are well served by public parkland the provision of private outdoor amenity area may not be necessary.
- Locate and orient windows, decks and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling “eyes on the street” for common public areas.
- Privacy fences should be provided alongside and rear lot lines.
- Architectural Details
  - Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.
  - Building articulation and architectural treatments should be incorporated for exposed building facades. Building facades along streets should include architectural features that provide pedestrian interest.
  - Incorporate cladding materials that include brick, stone, metal, glass, wood, and insitu concrete of high architectural quality. Incorporate high quality stucco only as an accent material. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are strongly discouraged. The use of local materials is encouraged.
  - Reinforce the continuity of the street and create a strong community character by using consistent rhythms of similar pre-existing details and positive architectural elements.
  - Incorporate environmental controls into the building design to regulate sun and wind exposure, such as canopies, awnings and louvers.
  - On exposed end walls along an interior side lot line without openings, use the same building materials and detailing that

## April 2025 East and West Broadway Corridor Background Study

### 7.0 What We Know and Next Steps

complement the overall building design to prevent undesirable visual appearance.

#### ***Apartments***

For the purposes of these guidelines' apartments are described as larger multiple residential buildings that share interior corridors, vertical circulation and entrances, and have multiple units stacked vertically. Typically, units are located on both sides of a corridor (double-loaded) and, sometimes, only on one side of a corridor (single-loaded). Apartments may also be designed with lower ground floor units with direct access to grade as well as upper units that gain access from a shared corridor, vertical circulation and entrance. 'Apartments' can be rental or condominium buildings.

- The massing of all proposed apartment buildings should be designed to create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space and landscaping.
- Larger, multi-storey buildings should incorporate repeating patterns at a regular rhythm.
- High quality materials including a large amount of glass should be incorporated into the building facades. Repetition of lines and windows through both vertical and horizontal articulations and setbacks can be used to further break up buildings mass.
- Building designs and architectural elements that add variety to rooflines are encouraged.
- Projecting balconies beyond building facades are discouraged. Recessed or partially recessed balconies are preferred.
- Buildings should be designed to address the street and are to include pedestrian entrances from the surrounding public street and/or sidewalk.
- The mass of proposed buildings shall be broken up using a number of massing techniques including projections and recessions; changes in building materials / colours; and the incorporation of varying window sizes. These techniques should be applied to longer buildings to ensure an attractive streetscape.
- Outdoor living spaces of individual units are encouraged in the form of patios, porches, or balconies.
- Where applicable, buildings should be located to frame intersections.
- All building facades will be articulated, with particular attention to building elevations visible from the surrounding public realm. Blank walls are strongly discouraged.
- Outdoor amenity areas associated with apartment developments should be designed in highly visible locations.
- Apartment developments should be designed with common amenity space. In locations where public parkland is not located within walking distance, common outdoor amenity space is strongly encouraged.

## April 2025 East and West Broadway Corridor Background Study

### 7.0 What We Know and Next Steps

- Orient and design taller buildings to minimize shadows cast on adjacent properties, especially other residential buildings and open spaces.
- Privacy fences should be provided along interior side and rear property lines of apartment developments to ensure that glare from headlights do not spill over onto adjacent properties. This also provides for continued privacy of any adjacent residential properties and provides for shade opportunities on-site.
- For taller buildings, avoid problems of overshadowing by sitting the development away from neighbouring boundaries, stepping back the upper storeys of the building, and/or altering rooflines.

#### **Mixed-Use Buildings**

The guidelines in this section apply to mixed-use buildings and mixed-use developments. Mixed-use buildings are typically designed with non-residential uses (retail, office, etc.) On the ground floor with the upper floor(s) used for residential or other purposes (i.e. office). Sites which contain both free-standing residential and free-standing commercial buildings are also considered mixed-use developments for the purposes of these guidelines.

- New residential or mixed-use buildings along major arterial roads should be set close to the street with the intention of eventually creating a more traditional downtown-style street. Maximum setbacks may be imposed through implementing zoning by-laws to achieve this objective.

- Shared parking for commercial and residential uses is encouraged, particularly where visitor parking spaces are required. Commercial uses and visitors often operate with opposite peak times providing for logical sharing opportunities.
- New parking areas should be located within the side and rear yards where possible. Existing front yard parking areas should be screened from the street.
- Mixed-use buildings are encouraged to be designed with higher ground floor ceiling heights and large ground floor windows. Mixed-use buildings are encouraged to be designed with higher ground floor ceiling heights and large ground floor windows.
- Reduced amenity areas may be appropriated is in proximity to parks and commercial uses.
- Privacy fencing should be provided along all interior side and rear lot lines. • When integrating new mixed-use buildings within Commercial areas flat roofs are appropriate.
- If possible, consider having a secondary residential access via the amenity area, in addition to an entrance in the street-facing wall.
- Where residential units are added above an existing commercial or mixed-use building private amenity areas should be incorporated where possible.



# Appendix C

## Parking Study Details

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

**7.1 Existing Area Road Network**

**Broadway** is an east-west arterial road that serves as Orangeville's main commercial corridor and is part of the Heritage Conservation District. It begins at its western intersection with County Road 109 (Riddell Road) and extends eastward to its intersection with Highway 10. The road features two travel lanes in each direction in the West Section (from Blind Line to Centre-Clara intersections) and in the East Section (from Third-Wellington to Highway 10 intersections). Sidewalks exist on both sides of the road along the majority of the study area. Stopping and parking are prohibited on both sides of Broadway within the study area. The posted speed limit is 50 km/h.

**Blind Line** is a north-south collector road with one travel lane in each direction and a central left-turn lane from Broadway to College Avenue. Blind Line begins at the intersection with Broadway and continues north to Highway 10, where it transitions into 2nd Line West. Sidewalks exist along both sides of the road. Parking is prohibited on both sides, except in designated parking bays. The posted speed limit along its urban section is 40 km/h.

**Banting Drive** is a north-south residential collector road with one travel lane in each direction. It begins at its intersection with Blind Line and extends south-west until its intersection with Broadway. Sidewalks exist along at least one side of the road. Parking prohibition is not posted at any side of the road. Parking restrictions under Council Review are shown in pink on **Figures 34 and 35** The posted speed limit is 40 km/h.

**Dawson Road** is a north-south collector road with one travel lane in each direction. It begins at its intersection with Broadway and extends south until the intersection with Townline Street. Sidewalks exist along at least one side of the road. Parking is prohibited on the west side of the road. The posted speed limit is 40 km/h, and truck restrictions apply to certain sections of the road.

**Ada Street** is a north-south local residential road with one travel lane in each direction. It connects to Broadway on its southern end and serves nearby residential properties. Sidewalks exist along at least one side of the road. Parking is prohibited on both sides. The posted speed limit is 40 km/h.

**Centre Street** is a north-south collector road with one travel lane in each direction. Sidewalks exist along the west side of the road. Parking is prohibited along most sections of the road. The posted speed limit is 40 km/h, and truck restrictions apply to certain sections.

**Clara Street** is a north-south residential road with one travel lane in each direction. It begins at its intersection with Broadway and extends south to its intersection with Dawson Road. Sidewalks are present along the west side of the road. Parking is prohibited along both sides of the road from Broadway to Zinc Street. Between Zinc Street and Elizabeth Street, parking is prohibited only on the east side. North of Elizabeth Street, the parking prohibition shifts to the west side of the road. The posted speed limit is 40 km/h.

**Wellington Street** is a north-south local road with one travel lane in each direction. It begins at its intersection with Townline Street and extends northward until Broadway. Sidewalks exist along at least one side of the road. Parking is prohibited on both sides of the road. The posted speed limit is 40 km/h.

## April 2025 East and West Broadway Corridor Background Study

### 7.0 What We Know and Next Steps

**Third Street** is a north-south collector road with one travel lane in each direction. It begins at its intersection with Broadway and extends north until the intersection with 5<sup>th</sup> Avenue. Sidewalks exist along at least one side of the road. Parking is prohibited on the east side of the road. The posted speed limit is 40 km/h.

**Fourth Street** is a north-south collector road with one travel lane in each direction. It begins at its intersection with Broadway and extends north until the intersection with 2<sup>nd</sup> Avenue. Sidewalks exist along the east side of the road. Parking is prohibited on both sides of the road from Broadway to First Avenue. The posted speed limit is 40 km/h.

**Townline** is regional connector road with one travel lane in each direction. It begins at Broadway and extends southward, continuing as Towline, linking Orangeville to neighboring municipalities. Sidewalks exist at least on one side of the road along certain urban sections of the road. Stopping and parking are prohibited on both sides of the road near Broadway. The posted speed limit is 50 km/h near Broadway and varies between 40 and 50 km/h in urban areas and 80 km/h in rural sections.

**Sherbourne Street** is a north-south local road with one travel lane in each direction. It begins as a continuation of Townline to the north of Broadway, providing access to housing developments. Sidewalks exist along the east side of the road. Parking is prohibited on both sides of the road. The posted speed limit is 40 km/h.

**Highway 10** is a major north-south provincial highway with two travel lanes in each direction. It intersects with Broadway at the eastern end of Orangeville, serving as a key regional route connecting the town to Toronto in the south and Shelburne in the north. Sidewalks are not present along this road. Parking and stopping are prohibited on both sides of the road. The posted speed limit is 80 km/h.

**Figures 34 and 35** below show the current parking restrictions across the study area.



### April 2025 East and West Broadway Corridor Background Study 7.0 What We Know and Next Steps

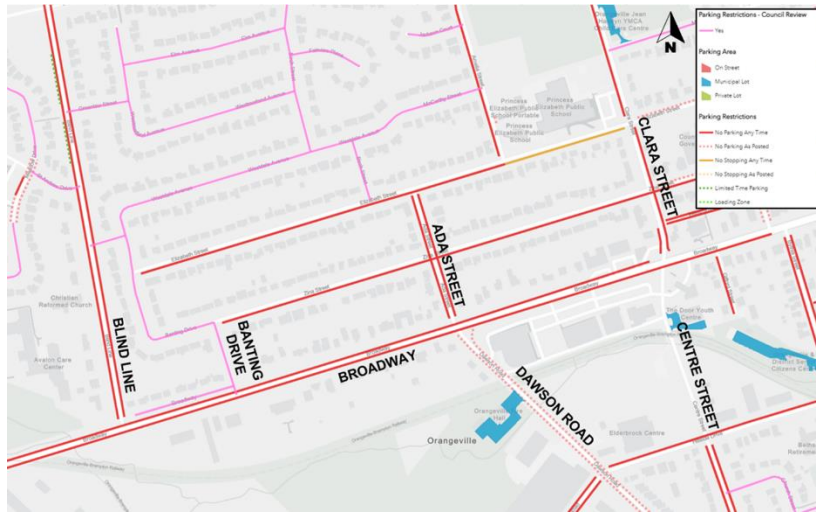


Figure 33 On Street Parking Restrictions West Broadway Study Area

### April 2025 East and West Broadway Corridor Background Study 7.0 What We Know and Next Steps

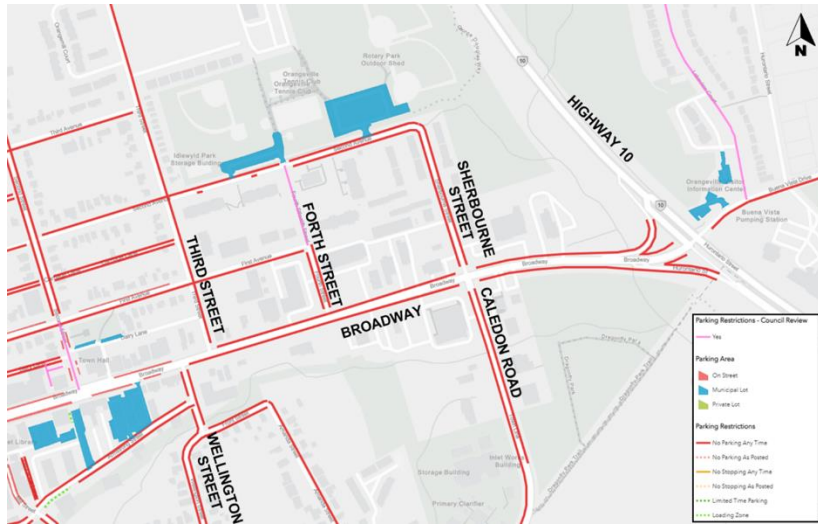


Figure 34 On Street Parking Restrictions East Broadway Study Area

# Appendix D

Existing Road

Operation Conditions

## April 2025 East and West Broadway Corridor Background Study

### 7.0 What We Know and Next Steps

## Existing Study Area Intersections

### Broadway/Blind Line

The Broadway/Blind Line intersection is a signalized, three-legged intersection. The southbound approach (Blind Line) consists of a left-turn lane and a right-turn lane. The eastbound approach consists of a left-turn lane and a through lane, with the left turn being permitted and protected by a dedicated left-turn signal. The westbound approach features a right-turn/through lane and a through lane.

All turning movements are permitted at this intersection.



### Broadway/Banting

The Broadway/Banting intersection is an unsignalized, three-legged intersection with STOP control on the minor approach (Banting Drive). The southbound approach consists of a single shared lane that accommodates all movements. The eastbound approach consists of a left-turn/through lane and a through lane, while the westbound approach features a right-turn/through lane and a through lane.

All turning movements are permitted at this intersection.



### Broadway/Dawson-Ada

The Broadway/Dawson-Ada intersection is a signalized, four-legged intersection. The southbound approach (Ada Street) consists of a single shared lane that accommodates all movements. The northbound approach (Dawson Road) features a left-turn/through lane and a channelized right-turn lane. The eastbound approach consists of a left-turn/through lane and a through lane, while the westbound approach features a right-turn/through lane and a through lane.

All turning movements are permitted at this intersection.





## April 2025 East and West Broadway Corridor Background Study

### 7.0 What We Know and Next Steps

#### Broadway/Centre-Clara

The Broadway/Centre-Clara intersection is a signalized, four-legged intersection. The southbound and northbound approaches (Clara Street and Centre Street) each consist of a dedicated left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches each feature a dedicated left-turn lane, a through lane, and a shared right-turn/through lane. The left turn for the westbound approach is permitted and protected by a dedicated left-turn signal.

All turning movements are permitted at this intersection.



#### Broadway/Wellington

The Broadway/Wellington intersection is an unsignalized, three-legged intersection with STOP control on the northbound approach (Wellington Street). The northbound approach consists of a single shared lane for all movements; however, the northbound left turn is prohibited between 7 AM and 8 PM. The eastbound approach consists of a single shared lane for right-turn and through movements. The westbound approach features a dedicated left-turn lane and a through lane.



#### Broadway/Third

The Broadway/Third intersection is an unsignalized, three-legged intersection with STOP control on the southbound approach (Third Street). The southbound approach consists of a single shared lane for all movements; however, the southbound left turn is prohibited between 7 AM and 8 PM. The eastbound approach consists of a dedicated left-turn lane and a through lane. The westbound approach consists of a dedicated right-turn lane and a through lane.



**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

**Broadway/Fourth**

The Broadway/Fourth intersection is an unsignalized, three-legged intersection with STOP control on the minor approach (Fourth Street). The southbound approach consist of a single shared lane that accommodates all movements. The eastbound approach consists of a left-turn/through lane and a through lane, while the westbound approach features a right-turn/through lane and a through lane. All turning movements are permitted at this intersection.



**Broadway/Sherbourne-Town Line**

The Broadway/Sherbourne-Town Line intersection is a signalized, four-legged intersection. The southbound and northbound approaches (Sherbourne Street and Town Line) each consist of a dedicated left-turn lane and a shared through/right-turn lane. The eastbound and westbound approaches each feature a dedicated left-turn lane, a through lane, and a shared right-turn/through lane. The left turn for the westbound approach is permitted and protected by a dedicated left-turn signal. All turning movements are permitted at this intersection.



**Broadway/Highway 10**

The Broadway/Highway 10 intersection is a signalized, four-legged intersection. The eastbound approach consists of a left-turn lane, a through lane, and a channelized right-turn lane. The westbound approach features a dedicated left-turn lane and a shared right-turn/through lane. The northbound approach includes two left-turn lanes, a through lane, and a shared through/right-turn lane. The southbound approach consists of a dedicated left-turn lane, two through lanes, and a channelized right-turn lane. The left turns for the eastbound and northbound approaches are permitted and protected by a dedicated left-turn signal. All turning movements are permitted at this intersection.



April 2025 East and West Broadway Corridor Background Study

7.0 What We Know and Next Steps

Study Area Intersection Operations – Existing Conditions

Dir.	Lanes	Storage Length (m)	AM Peak Hour				PM Peak Hour			
			v/c	Delay (s)	LOS	Queue (m)	v/c	Delay (s)	LOS	Queue (m)
<b>WEST BROADWAY</b>										
<b>Broadway/Blind Line- Semi Act-Uncoord Signal</b>										
<b>EBT</b>	1 T & 1 T/L	-	0.69	11.9	B	56	0.88	12.5	D	51
<b>WBT</b>	1 T & 1 T/R	-	0.23	5.7	A	17	0.42	7.2	A	35
<b>SBL</b>	1 L	-	0.38	24.5	A	27	0.20	22.6	A	17
<b>SBR</b>	1 R	-	0.59	7.7	A	19	0.62	11.2	B	27
<b>Overall</b>			<b>0.54</b>	<b>10.5</b>	<b>A</b>	<b>-</b>	<b>0.62</b>	<b>10.4</b>	<b>B</b>	<b>-</b>
<b>Broadway/Banting - Unsignalized</b>										
<b>EB</b>	1 T/L	-	0.03	1.4	A	1	0.02	0.8	A	0
<b>EBT</b>	1 T	-	0.26	0.0	A	0	0.24	0.0	A	0
<b>WBT</b>	1T	-	0.19	0.0	A	0	0.29	0.0	A	0
<b>WB</b>	1 T/R	-	0.09	0.0	A	0	0.15	0.0	A	0
<b>SB</b>	1 L/R	-	0.02	10.5	A	1	0.07	11.4	A	2
<b>Overall</b>			<b>0.45</b>	<b>0.4</b>	<b>A</b>	<b>-</b>	<b>0.37</b>	<b>0.5</b>	<b>A</b>	<b>-</b>
<b>Broadway/Dawson-Ada - Semi Act-Uncoord Signal</b>										
<b>EB</b>	1 T/L & 1 T/R	-	0.34	7.0	A	33	0.36	7.7	A	30
<b>WB</b>	1 T & 1 T/R	-	0.24	6.9	A	21	0.38	8.5	A	33
<b>NB</b>	1 T/L	-	0.40	23.5	A	30	0.52	26.2	A	38
<b>NBR</b>	1 R	-	0.22	9.2	A	10	0.16	9.1	A	10
<b>SB</b>	1 L/T/R	-	0.35	19.1	A	26	0.33	14.9	A	23



April 2025 East and West Broadway Corridor Background Study

7.0 What We Know and Next Steps

Dir.	Lanes	Storage Length (m)	AM Peak Hour				PM Peak Hour			
			v/c	Delay (s)	LOS	Queue (m)	v/c	Delay (s)	LOS	Queue (m)
<b>Overall</b>			<b>0.29</b>	<b>9.9</b>	<b>A</b>	<b>-</b>	<b>0.34</b>	<b>10.7</b>	<b>A</b>	<b>-</b>
<b>Broadway/Centre-Clara - Semi Act-Uncoord Signal</b>										
<b>EBL</b>	1 L	90	0.24	16.6	A	20	0.20	16.2	A	15
<b>EB</b>	1 T & 1 T/R	-	0.42	15.6	A	45	0.41	15.4	A	45
<b>WBL</b>	1 L	50	0.20	7.1	A	12	0.26	7.6	A	15
<b>WB</b>	1 T & 1 T/R	-	0.20	7.4	A	19	0.30	8.1	A	30
<b>NBL</b>	1 L	30	0.05	19.2	A	6	0.11	20.3	A	8
<b>NB</b>	1 T/R	-	0.56	20.5	A	45	0.50	16.2	A	36
<b>SBL</b>	1 L	30	0.15	21.1	A	10	0.06	19.5	A	6
<b>SB</b>	1 T/R	-	0.35	18.4	A	27	0.55	22.3	A	46
<b>Overall</b>			<b>0.43</b>	<b>14.5</b>	<b>A</b>	<b>-</b>	<b>0.42</b>	<b>13.9</b>	<b>A</b>	<b>-</b>
<b>EAST BROADWAY</b>										
<b>Broadway/Wellington - Unsignalized</b>										
<b>EB</b>	1 T/R	-	0.30	0.0	A	0	0.33	0.0	A	0
<b>WBL</b>	1 L	10	0.08	8.7	A	2	0.13	9.2	A	4
<b>WBT</b>	1 T	-	0.26	0.0	A	0	0.32	0.0	A	0
<b>NBR</b>	1 R	-	0.23	13.5	A	7	0.37	16.8	A	13
<b>Overall</b>			<b>0.44</b>	<b>2.1</b>	<b>A</b>	<b>-</b>	<b>0.37</b>	<b>3.0</b>	<b>A</b>	<b>-</b>
<b>Broadway/Third - Unsignalized</b>										
<b>EBL</b>	1 L	10	0.09	8.8	A	2	0.13	9.5	A	3
<b>EBT</b>	1 T	-	0.32	0.0	A	0	0.35	0.0	A	0
<b>WBT</b>	1 T	-	0.27	0.0	A	0	0.32	0.0	A	0



April 2025 East and West Broadway Corridor Background Study

7.0 What We Know and Next Steps

Dir.	Lanes	Storage Length (m)	AM Peak Hour				PM Peak Hour			
			v/c	Delay (s)	LOS	Queue (m)	v/c	Delay (s)	LOS	Queue (m)
WBR	1 R	-	0.04	0.0	A	0	0.07	0.0	A	0
SBR	1 R	-	0.15	12.6	A	4	0.31	17.5	A	10
<b>Overall</b>			<b>0.35</b>	<b>1.5</b>	<b>A</b>	<b>-</b>	<b>0.35</b>	<b>2.2</b>	<b>A</b>	<b>-</b>
<b>Broadway/Fourth - Unsignalized</b>										
EBT	1T	-	0.03	0.3	A	1	0.07	0.9	A	2
EB	1 T/L	-	0.23	0.4	A	1	0.31	0.8	A	2
WBT	1 T	-	0.13	0.0	A	0	0.21	0.0	A	0
WB	1 T/R	-	0.24	0.0	A	0	0.36	0.0	A	0
SB	1 L/R	-	0.13	17.7	A	4	0.39	32.9	A	14
<b>Overall</b>			<b>0.43</b>	<b>12.4</b>	<b>A</b>	<b>-</b>	<b>0.63</b>	<b>36.0</b>	<b>B</b>	<b>-</b>
<b>Broadway/Sherbourne-Town Line - Semi Act-Uncoord Signal</b>										
EBL	1 L	60	0.09	10.7	A	7	0.20	13.3	A	13
EBT	1 T & 1 T/R	-	0.31	10.4	A	36	0.40	12.2	A	43
WBL	1 L	45	0.23	5.8	A	13	0.60	12.1	A	26
WBT	1 T & 1 T/R	-	0.34	6.4	A	34	0.40	7.4	A	40
NBL	1 L	30	0.11	23.4	A	9	0.25	25.2	A	18
NBT	1 T/R	-	0.47	12.1	A	23	0.65	18.7	B	42
SBL	1 L	30	0.41	30.4	A	23	0.70	52.7	B	35
SBT	1 T/R	-	0.19	17.5	A	14	0.30	20.4	A	24
<b>Overall</b>			<b>0.36</b>	<b>10.1</b>	<b>A</b>	<b>-</b>	<b>0.52</b>	<b>13.8</b>	<b>A</b>	<b>-</b>
<b>Broadway/Hwy 10- Pretimed Signal</b>										
EBL	1 L	180	0.18	31.7	A	32	0.31	33.4	A	44

**April 2025 East and West Broadway Corridor Background Study**

7.0 What We Know and Next Steps

Dir.	Lanes	Storage Length (m)	AM Peak Hour				PM Peak Hour			
			v/c	Delay (s)	LOS	Queue (m)	v/c	Delay (s)	LOS	Queue (m)
<b>EBT</b>	1 T	-	0.13	34.1	A	34	0.17	34.7	A	42
<b>EBR</b>	1 R	-	0.56	6.6	A	34	0.63	10.5	B	62
<b>WBL</b>	1 L	25	0.12	50.7	A	19	0.10	50.4	A	18
<b>WBT</b>	1 T/R	-	0.41	51.5	A	67	0.56	58.8	A	95
<b>NBL</b>	2 L	150	0.43	55.0	A	64	0.74	64.0	C	112
<b>NBT</b>	1 T & 1 T/R	-	0.42	37.2	A	90	0.63	42.3	B	141
<b>SBL</b>	1 L	150	0.22	65.0	A	30	0.32	67.3	A	40
<b>SBT</b>	2 T	-	0.76	57.6	C	149	0.79	59.0	C	155
<b>SBR</b>	1 R	150	0.24	8.5	A	18	0.33	11.5	A	29
<b>Overall</b>			<b>0.63</b>	<b>39.7</b>	<b>B</b>	<b>-</b>	<b>0.73</b>	<b>44.1</b>	<b>C</b>	<b>-</b>