Vision and Land Use Framework

Town of Orangeville East and West Broadway Corridor Study

Orangeville
Dynamic Future. Historic Charm.

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ENGINEERS ARCHITECTS PLANNERS

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1.0 Introduction

Broadway is the primary east-west thoroughfare running centrally across the Town of Orangeville. It connects Highway 10 to the Downtown through to County Road 23. Figure 1 identifies the East and West Broadway areas as components of the broader Broadway corridor; however, these areas have not been the focus of planning and streetscape initiatives to the same extent as the Downtown. These portions of the corridor developed over time without a defined vision, or land use management framework, that focused on quality of place, human scale, or compatibility with the historic downtown mainstreet form or function

East Broadway developed with primarily auto-oriented uses to serve members of the traveling public traversing Highway 10. West Broadway developed with primarily low density residential uses, interspersed with low density commercial and office uses. These portions of Broadway play an important role in the Town; they lead people in and out of the Downtown and Orangeville. An increasing number of proposals and planning applications to redevelop sites with medium density residential or mixed use development in these sections of the corridor, with a greater development interest in East Broadway due to the proximity to Highway 10. A Vision and Land Use Framework is essential to guide design, land use and future public and private investment decisions.

A Vision and Land Use Framework will ensure that growth is coordinated, does not interfere with planned public realm improvements and facilitates the creation of complete streets.

Broadway is and will continue to play an important role in accommodating residential and commercial growth within the Town and this work provides the opportunity to leverage the Town's existing assets and facilitate the creation of complete streets across a larger proportion of Broadway.

The purpose of this report is to summarize the project work done to date and present the draft vision and land use framework and recommendations for transportation and streetscape design, parking, infrastructure, and natural heritage and flood hazards.

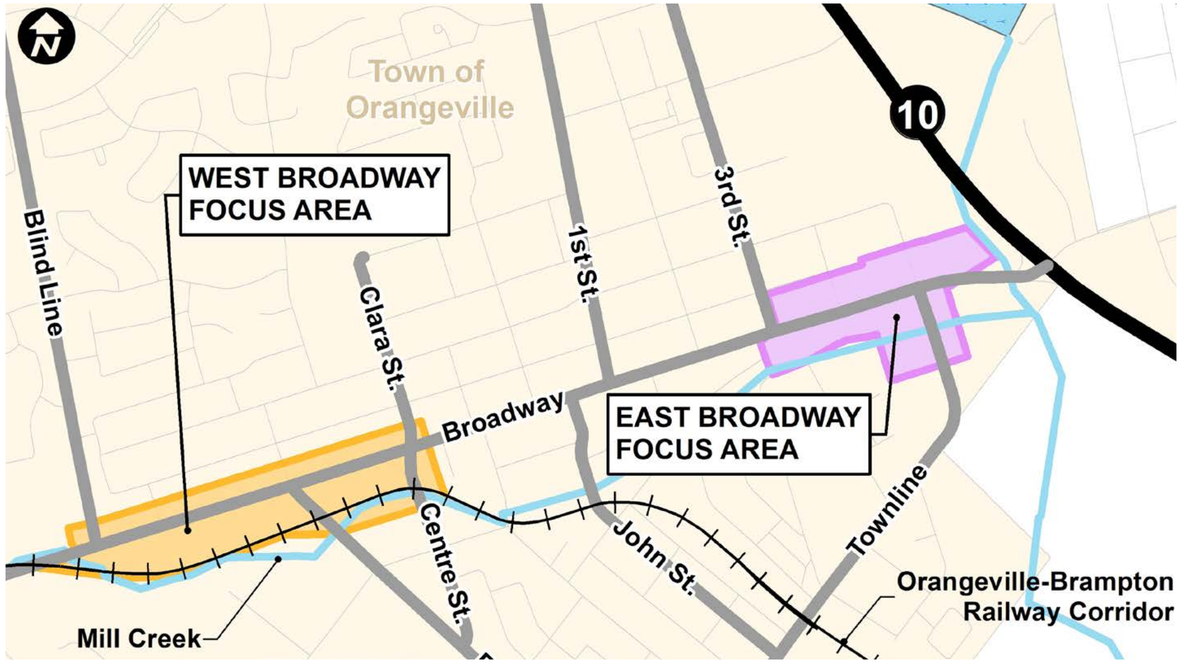


Figure 1: Study Areas

2.0 Stakeholder Engagement

Feedback received during the engagement activities has been reviewed and, in discussion with Town staff, incorporated into the draft Vision and Framework and recommended directions presented in the following sections.

The following is a summary of key themes heard across stakeholder engagement:

- There are numerous safety and traffic issues related to sidewalks (e.g. North side of Blind Line), traffic speeds or traffic calming, left-turn lanes, and diverting truck through-traffic, which should be addressed;
- There are preferences for reduced lanes of traffic for additional short-term street parking, and in a robust parking strategy which closely monitors parking metrics comparative to active transportation alternatives;
- Demand is high for alternative transportation options, including bike lanes, bicycle parking, safer signalized street crossings; wide and continuous pedestrian areas and sidewalks; connectivity between Broadway and the CP Rail Trail, with separation of uses through distinct lanes, buffers, and clear

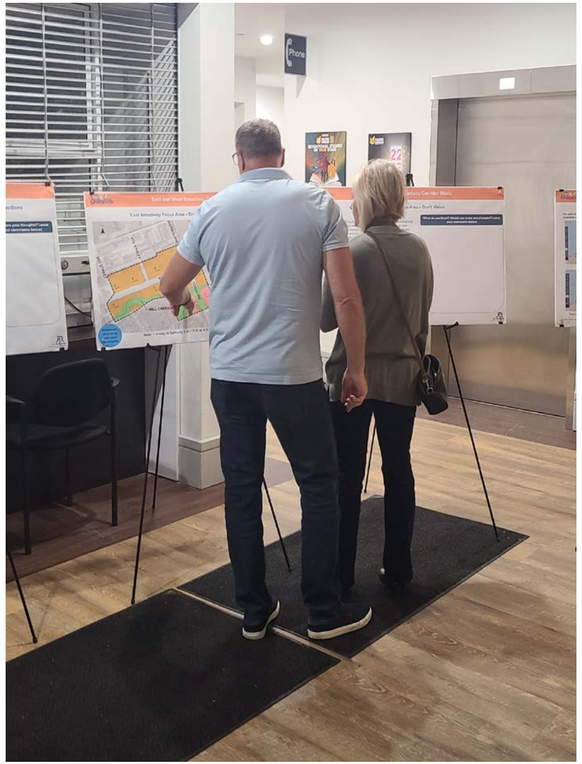


Figure 2a: Attendees at June Open House

signage;

- Relevant to public transit, upgraded bus stops with shelters and greater physical accessibility were recommended;
- Popular concepts for both study areas include landscaping, greenery, aesthetic appeal, and a welcoming/inviting streetscape feeling;
- There is interest to encourage the creation of new greenspaces and maximize the use of existing greenspaces and landscaped areas in the study areas;
- With regards to planting, native, low-maintenance, heat- and drought-tolerant plantings in planters were recommended;
- There is interest from multiple stakeholders in burying the visible hydro electric lines along the north side of Broadway;
- There is a need for seating, lighting, and shade structures to add comfort along the walkways, public spaces, or seating areas of the study area; public washrooms and drinking water access were also suggested;
- Among local businesses and economic development, it is important to ensure cohesive uses and design across the two study areas that complement and support, rather than compete, with existing businesses in the downtown;
- For new development, cohesion with the existing heritage buildings is important;
- Where possible, there is interest in ensuring new development, particular where density or heights are increased, be attractive and cohesive with existing built form design;
- Mixed uses and compatible increases to density within both study areas have been generally well supported;
- In the East Study area, taller building heights are generally

Figure 2b: Attendees at June Open House

favourable, particularly where they are proposed to contain architectural features, gateway landmarks, and visibility from Highway 9 to a sense of place and arrival. However, there is caution against buildings with massing too high to be appropriate for the surrounding area and the use of stepbacks have been suggested;

- Preferences for building heights in the West Study area are that they remain as is or see moderate increases similar to and compatible with the current four-storey maximum.

3.0 Vision and Objectives

Each the of East Broadway Study Area and West Broadway Study Areas play a unique role in the corridor necessitating a separate vision and objectives to reflect their unique roles and built form.

The draft vision for the East Broadway study area focuses on its role with bringing people into the Town from Highway 10

Figure 3: Rendering of Mid-Rise Building

3.1 East Broadway

East Broadway plays an important role in bringing people into to the Town from Highway 10 and serves as a common “pit stop” for automobile users travelling along Highway 10 from Grey County to the broader GTHA. The draft vision for East Broadway is as follows:

In the future, the East Broadway study area will have transformed into/be a vibrant corridor that invites people into Town, catching their excitement and encouraging them to explore with open spaces, greenery, shopping and housing. While it used to be auto-centric, it is now a dynamic space for everyone.

To implement this vision, the following objectives are recommended:

1. Be a gateway to Orangeville, with unique architecture and public art which leads people into Town, including one or more key design features.
2. Contain different housing types and mix of commercial and institutional uses. Buildings along Broadway will predominantly be mixed-use.
3. Enhance the streetscape with attractive gateway features, wayfinding, landscaping, greenery and public amenities all connected via a common theme.
4. Be an active streetscape, with buildings located closer to the street and include pedestrian amenities
5. Will lead people into Downtown, transitioning seamlessly from the highway towards the vibrancy and diversity of Downtown.
6. Provide housing to support the creation of a complete community.
7. Be unique from but compatible with the Downtown, through design choices and intensification.
8. Contain streetscape treatments that connect through the downtown to the West Broadway study area.
9. Contain improved public infrastructure including sidewalks, parks and other public realm gathering and resting areas.

3.2 West Broadway

The West Broadway study area has a separate role and identity and is primarily residential in nature, with a mix of low and medium density housing forms and neighbourhood commercial uses. Given its location in proximity to the Orangeville Transit Hub and future mixed use trail planned along the former railway line, it will play an important role in connecting the corridor to the broader community.

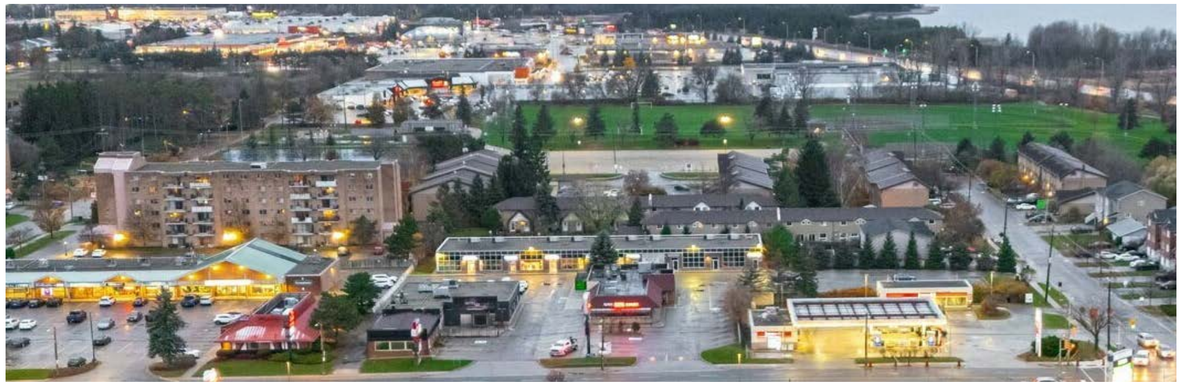
The draft vision for West Broadway is as follows:
In the future the West Broadway study area is a pedestrian-scaled corridor which leads people from the excitement of Downtown to a place that feels like home. This home is for all ages and abilities, all preferences for transportation, and has places to explore, create, learn, grow and rest. This home reflects the history of the past and protects for the future.

To implement this vision, the following objectives are recommended:

1. Be a pedestrian-scaled streetscape that contains a mix of low to mid-rise buildings.
2. Contain linkages, trails, and open space that connect the study area to other areas of the Town, adjacent areas, and different land uses.
3. Enhance the streetscape with attractive gateway features, wayfinding, landscaping, greenery and public amenities all connected via a common theme.
4. Expand on existing public art and streetscaping of West Broadway and Downtown that reflects the unique character of Orangeville.
5. Contain improved public infrastructure including sidewalks, multi-use paths, parks and other public gathering and resting areas.
6. Act as a canvas for the Town to communicate local priorities, information, and education (E.g. natural environment education, social and civic events) with residents and visitors.

Together both the East and West Broadway Study Areas will play an important role in attracting people to the area and encouraging them to stay and thrive over the long term.

4.0 Land Use



4.1 East Broadway

4.1.1 Existing Context

The East Broadway Study Area is predominantly auto-oriented commercial (i.e. fast food restaurants, retail stores) with small pockets of residential and open space areas. Given its proximity to the downtown and Highway 10, this area is experiencing the most change. There have been four applications for mid-rise residential and mixed use buildings ranging from 4 to 8-storeys in height. Demonstrating increasing market pressures for infill and redevelopment and the potential for this area to redevelop into a more mixed-use and walkable area that provides a transition from the highway to the traditional main street downtown.

Figure 4: Aerial of East Broadway Study Area Looking North

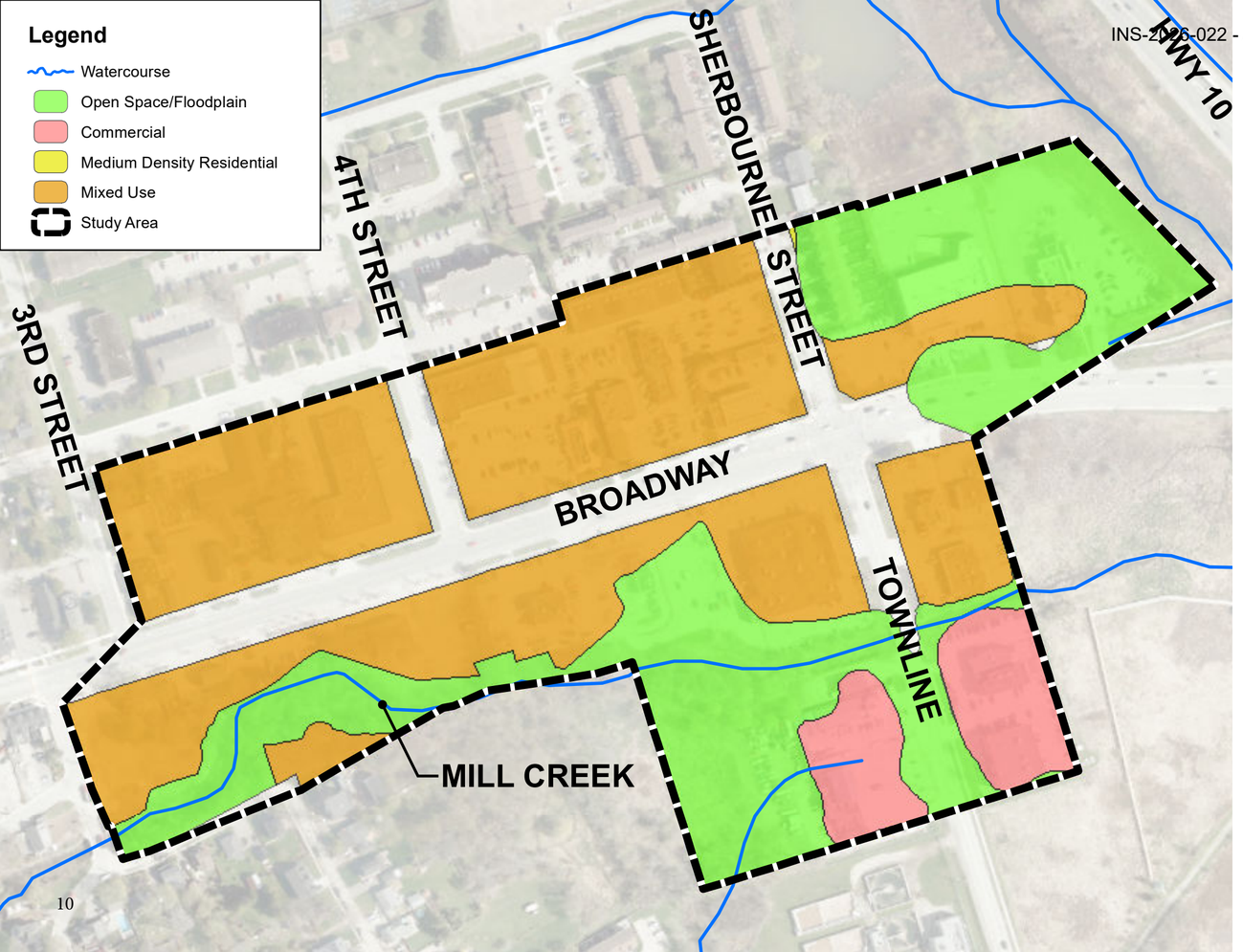


Figure 5: Proposed East Broadway Land Uses

4.1 East Broadway

4.1.2 Looking Forward

There is an opportunity for this area to develop with mid-rise density mixed use built form with street activating uses at grade and residential uses above.

To achieve this mid-rise mixed use vision, a number of land use policies/regulations are required to protect land from incompatible uses, direct development away for hazards and protect key resources. Recommendations related to land use are summarized into seven (7) categories:

1. Land Use Designations and Zones

As illustrated on Figure 5, it is recommended that areas outside the floodplain fronting Broadway will be designated/zoned for mixed use, lands within 200 metres of the wastewater treatment plant will be limited to commercial and office uses with residential prohibited, and floodplain and natural features will be zoned as open space with restricted development.

2. Building Heights

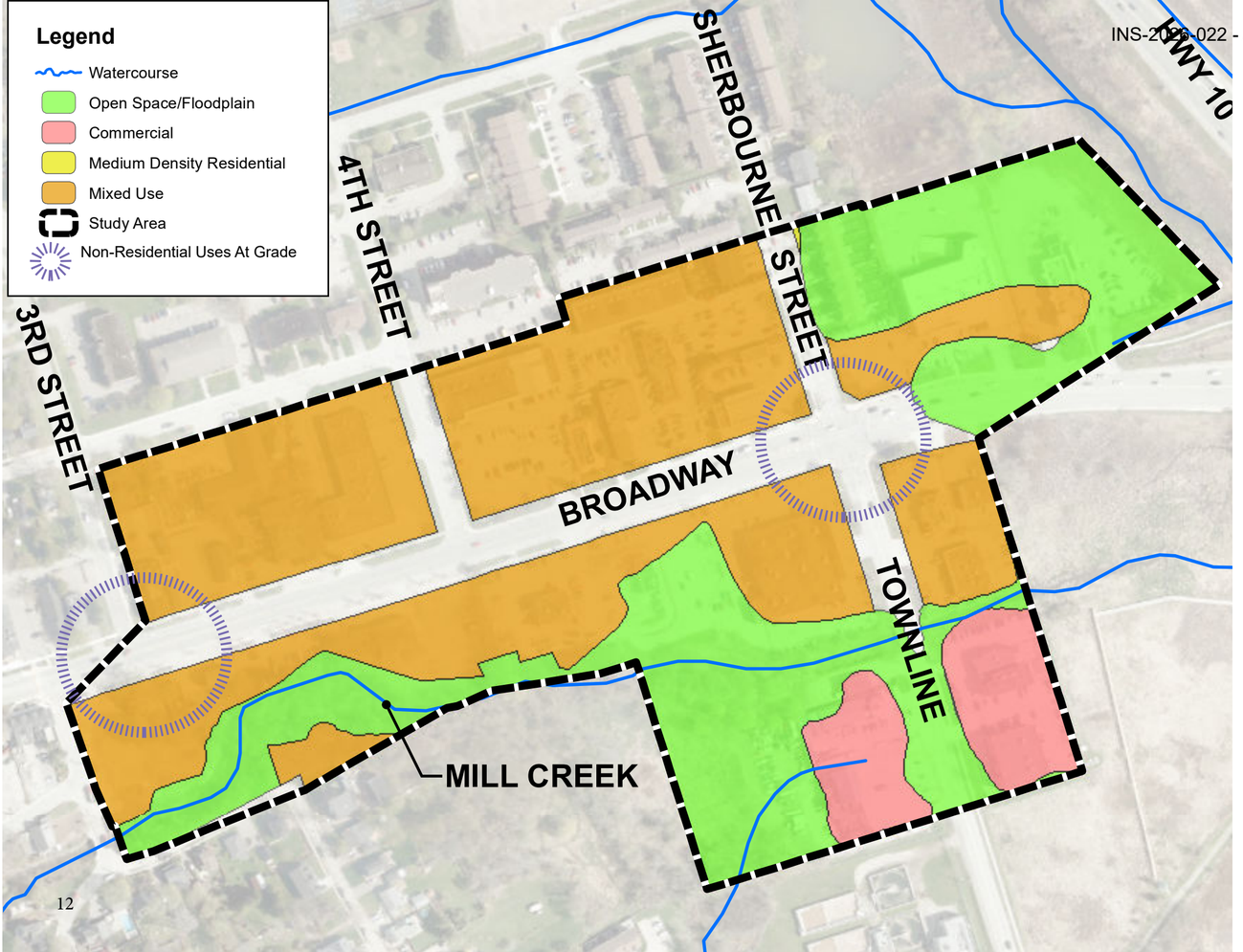
To achieve the necessary densities to support an active streetscape and transit services, the following height minimums and maximums are recommended:

- **For Mixed Use Development:**
  - **Minimum Building Height:** 3-storeys
  - **Maximum Building Height:** 8-storeys, except at the intersection of Broadway and Sherbourne Street and Townline, where a maximum height of 10-storeys may be permitted provided the buildings achieve a high standard of architectural design.
- **For Commercial/Office Uses:**
  - **Minimum Building Height:** 2-storeys
  - **Maximum Building Height:**6-storeys

3. Density

Throughout the East and West Broadway Corridor Study Area, we are recommending that the Town move away from utilizing units per hectare as its primary metric to control density. This is because this density measure is highly sensitive to change throughout the development process. As projects evolve, the number and size of units often shift, making units per hectare an unreliable metric for controlling the scale of development and often results in the need for amendments after the development has been approved. While density provides a measure of population, it does not capture built form characteristics that influence a sense of place such as massing, height and scale. These elements are essential to ensuring a complementary scale to the Downtown, which is a key consideration in this study.

For the Mixed Use Designation we are recommending a maximum floor space index (FSI) of 4.0. FSI measures the ratio of the total building floor area to the site area, ensuring that the overall built



form remains consistent regardless of unit configuration. It better supports urban design objectives by managing building massing and height, while aligning with infrastructure capacity and public realm considerations.

4. Setbacks

Setbacks are important zoning and urban design tools that help manage building massing, ensure compatibility with surrounding uses, define streetwalls, and support the creation of active, pedestrian-friendly streetscapes.

Stepbacks are a form a setback, where upper floors are recessed to create a “stepped” profile. This design technique enhances the human scale, building facade, improves access to sunlight and reduces overlook and shadowing impacts. By combining standard setbacks with stepbacks, the Town can reduce the perceived bulk of mid-rise buildings, facilitate a pedestrian scaled environment and address compatibility concerns.

To achieve these goals, the following setbacks are recommended:

Front Yard:

- Minimum: 3.0 m setback.
- Maximum: 5.0 m setback.
- Stepback of 1.5–3.0 m above the 6th storey.

Side Yard:

- 2.5 m minimum setback;
- 3.0 m stepback above the 6th storey.

Rear Yard:

- 7.5 m minimum setback;
- 2.5 m stepback above the 6th storey unless a 10 m setback is provided.

5. Non-Residential Uses At Grade

Requiring mixed use development along the entirety of Broadway is not feasible from a commercial and office demand perspective and could result in vacant storefronts which hinder the creation of a pedestrian-friendly environment. Rather, the Town should focus on requiring mixed use development at key intersections and permitting mixed use development everywhere else, to allow the market to determine the overall demand. Where residential uses are provided at grade, active uses such as amenity areas (i.e. gyms, gathering spaces) and lobbies should dominate the width of the front façade. It is recommended that these at-grade areas feature a high degree of transparency through items such as windows and doors to create a visual link between indoor activity and the public realm of the street.

Figure 7, illustrates potential intersections the Town should consider requiring non-residential development at grade.

Figure 6: Required Ground Floor Commercial Areas

Figure 7: Mid-Rise Building with Stepbacks

6. Parking

As the Town plans for intensification in this evolving corridor contiguous with the historic downtown, parking policy becomes a key consideration. This is because it influences the form of development; the cost of development; the ability to support urbanization and walkability and walk-appeal; and, also maintaining access for residents, businesses, and visitors.

Contemporary best proven practice treats parking as a managed, priced, and shared resource rather than a fixed entitlement, and uses it to advance broader economic, environmental, and mobility goals.

This perspective includes tools and practices such as: park-once strategies; charging the right price for on-street parking to support retail uses and manage long-term parking; removing and/or reducing parking minimums to allow for market-appropriate decisions; modern parking payment systems; infrastructure to support multi-modal transportation options; and payment in lieu programs that support municipal parking or other modes of transportation.

As the Town facilitates the evolution and intensification of the corridor area it should: a) develop a clear parking strategy that integrates the above noted practices in a cohesive parking management strategy that includes capital and operational improvements and investments; and, b) develop a corridor-specific public realm improvement plan that details the design elements and improvements/investments needed to support active transportation and a human-scaled and human-paced public realm.

Taken together, these strategies can help shift parking from a rigid, supply-driven constraint into a flexible, market-responsive system that supports downtown-adjacent intensification while maintaining viable access for all users.

It is recommended that the apartment and mixed use building parking requirement be reduced as follows to support housing affordability objectives, transit usage and encourage alternative forms of transportation:

- 1.0 parking spaces per unit plus 0.25 visitor spaces and 1 parking space per 30 m2 of non-residential space. This is consistent with parking requirements established in the City of Stratford, Town of Grand Valley and City of Brantford.

Further, it is recommended that parking be prohibited between the building and the primary street frontage and only be permitted in the exterior side yard or rear yard where landscaping is provided along the street frontage.

7. Other Considerations

In addition to the above recommendations, there are other considerations that if implemented can assist in the creation of a vibrant and pedestrian oriented streetscape:

- **Minimum Ground Floor Height:** 4.5 metres
  - To accommodate non-residential uses at grade and create consistency
- **Maximum Building Width:** 60 metres. Where frontage is larger than 60 metres, the frontage should be broken up through material changes, setbacks etc.
- **Minimum Communal Amenity Area:** As you increase the heights and densities of buildings, ensuring that there is sufficient outdoor amenity area remains crucial to supporting the development of comfortable, pedestrian-oriented and safe neighbourhoods. It is recommended that a minimum of 4 m^2 of outdoor amenity space be provided per unit, congregated in areas of not less than 50 m^2.
- **Holding Symbol:** It is recommended a Holding Symbol be applied and not removed until confirmation is provided that sufficient servicing is water and waste water capacity exists and development is able to proceed by the issuance of a building permit

4.2 West Broadway

4.2.1 Existing Context

The West Broadway Study Area has a fairly even split between residential and commercial uses. On the eastern end of the Study Area, lands uses are designed to accommodate automobile traffic and transition away to more residential based used as you move west past Dawson Road.

Figure 8: Street image of West Broadway Study Area west of Centre/Clara St

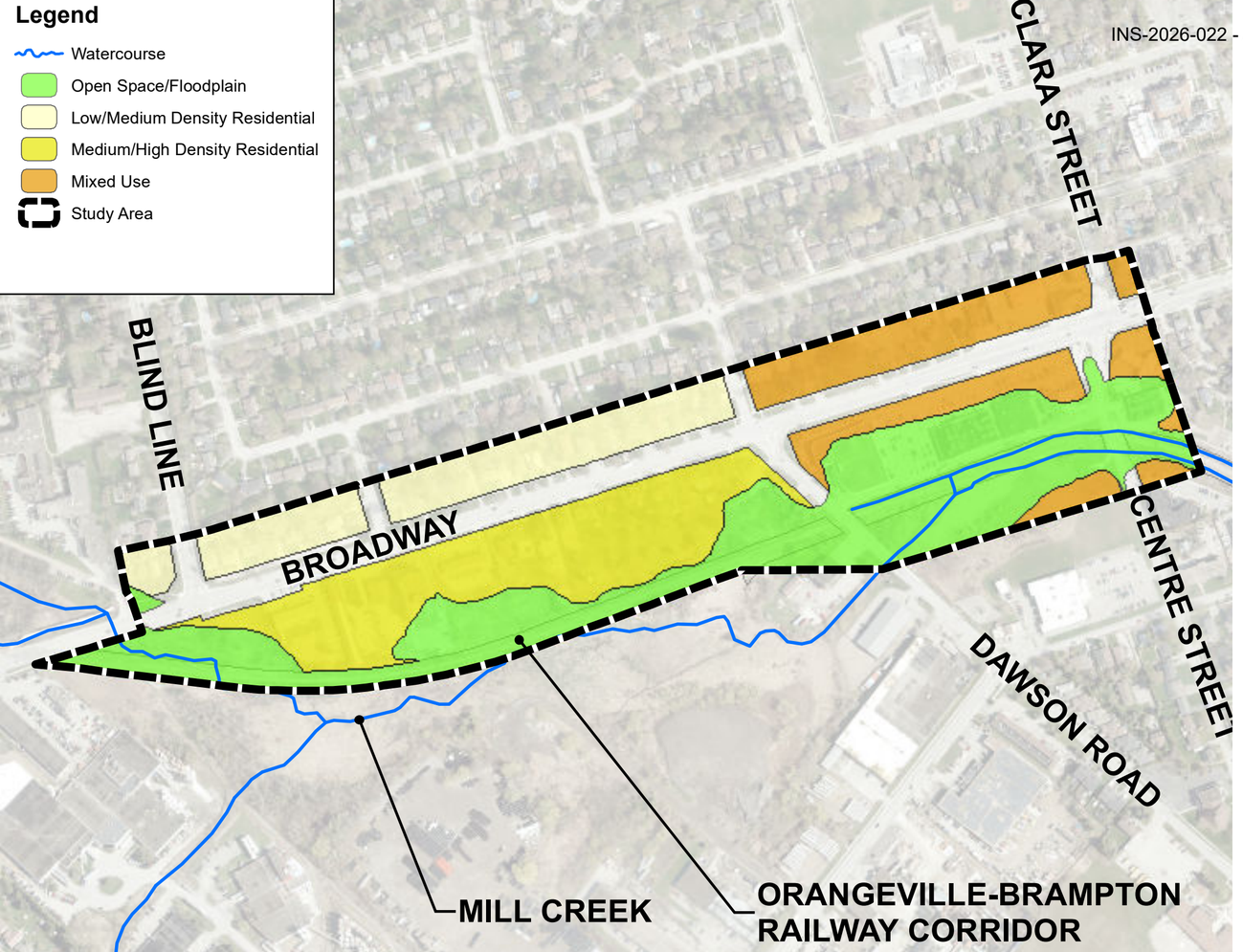


Figure 9: Proposed West Broadway Land Uses

4.2 West Broadway

4.2.1 Looking to the Future

There is an opportunity to leverage this area's existing mixed-use character to create a medium density, walkable neighbourhood that supports various modes of transportation and capitalizes on its proximity to both cultural and natural heritage features.

Like East Broadway, a number of land use policies/regulations are required to protect development from hazards and incompatible uses and protect key resources.

Recommendations are summarized into Six(6) categories:

1. Land Use Designations and Zones

As illustrated on Figure 10, the following land use categories are recommended:

- **Mixed Use:** For lands east of Dawson Road. Non-residential uses will be required on the ground flood for buildings at the intersection of Broadway and Centre/Clara Street and Dawson. On the north side of Broadway, policies will encourage the adaptive re-use of buildings and state that development should be compatible with the existing built form and scale.
- **Low/Medium Density Residential:** For lands to the west of Dawson Road, along the north side of Broadway. Low/Medium Density Residential would allow for a mix of residential dwelling types including duplexes, tri-plexes, multi-plexes, townhouses, and low-rise apartments.
- **Medium/High Density Residential:** Along the south side of Broadway, west of Dawson. Permitted uses would include stacked townhouses and low rise apartments.
- **Open Space:** Applies to hazard lands (i.e. floodplain) and natural features.

2. Building Heights

To support a thriving commercially active, walkable and transit-oriented community, the Town must accommodate increased residential densities in strategic areas. It should balance this growth with development that respects the scale and character of adjacent low-density neighbourhoods.

To achieve a balanced approach, the following building heights are recommended:

- **For Mixed Use Designation, north of Broadway and south of former railway:**
  - Minimum Building Height: 2-storeys
  - Maximum Building Height:4-storeys

- **For Mixed Use Designation, south of Broadway, north of former railway:**
  - Minimum Building Height: 2-storeys
  - Maximum Building Height: 6 storeys

- **For Medium/High Density Residential Designation:**
  - Minimum: 2-storeys
  - Maximum: 6-storeys, for the 2 properties on the western limit where a maximum height of 8-storeys is permitted.

- **For Low/Medium Density Designation:**
  - Minimum; 2-storeys
  - Maximum: 4-storeys

3. Density

We are recommending that the Town move away from using units per hectare as a metric to control built form and massing of development..

For the West Broadway Study Area, a maximum FSI of 3.0 is recommended along the south side of Broadway. On the north side, a maximum FSI of 2.0 is recommended. A higher FSI on the south side supports a more active, mixed-use environment, encouraging pedestrian activity and reinforcing Broadway as a vibrant spine. Conversely, the lower FSI on the north side helps create an appropriate transition to adjacent residential neighborhoods to help preserve there character. By regulating density through FSI rather than unit counts, the plan ensures predictable built form and massing outcomes while allowing flexibility in unit mix and design, which is critical for accommodating diverse housing needs without compromising infrastructure planning or streetscape quality.

Figure 10: Example of a Mid-rise Building from Waterloo, ON

4. Setbacks

Land uses in the West Broadway Study Area are planned to achieve lower building heights than the East Broadway Study Area. Nevertheless, setbacks remain important tools to achieve compatibility and the desired streetscape character.

The following setback requirements are recommended:

Front Yard:
- Minimum: 3.0 m setback.
- Maximum: 5.0 m setback
- Stepback of 1.5–3.0 m above the 4th storey.

Side Yard: minimum 2.5 m setback.

Rear Yard: minimum 7.5 m setback.

5. Parking

It is recommended that the parking recommendations for the East Broadway Study Area be implemented for the West Broadway Study Area. In addition, the Town should consider different parking standards for different types of townhouse dwellings. For example, a stacked townhouse dwelling typically contains fewer bedrooms than a street townhouse dwelling, and therefore, would logically require less parking.

6. Other Considerations

Similar to the East Broadway Study Area, the following considerations for policies or regulations can assist in the creation of a complete community:

- **Minimum Ground Floor Height for Mixed Use and Commercial Buildings:** 4.5 metres
  - To accommodate non-residential uses at grade and create consistency

- **Maximum Building Width:** 60 metres. Where frontage is larger than 60 metres, the frontage should be broken up through material changes, setbacks etc.

- **Minimum Communal Amenity Area:** It is recommended that a minimum of 4 m^2 of outdoor amenity space be provided per unit, congregated in areas of not less than 50 m^2.

- **Pedestrian Connections:** Sites on the south side of Broadway should be encouraged to provide connections through to the future railway trail.

- **Holding Symbol:** It is recommended a Holding Symbol be applied and not removed until confirmation is provided that sufficient servicing is water and waste water capacity exists and development is able to proceed by the issuance of a building permit

5.0 Urban Design

5.1 Existing District Characteristics

For the purposes of this chapter we have defined each district as follows:
D1 - Broadway East,
D2 - Central Broadway, &
D3 - Broadway West.
D1 & D3 are those areas subject to this study.
At present each district has its own inherent characteristics.

Figure 11: Monthly cattle fair circa 1984

D1. Broadway East

Broadway East District begins from the entry and exit slip roads from Highway 10. From here the Broadway migrates east and remains relatively flat until just beyond Fourth St. From here the Broadway rises steadily and continues rising well into the Central Broadway District.
The western limits of D1 concludes at Third St and Wellington St.
The lower and flatter part of Broadway East is largely defined by a number of stand alone fast food and retail units. The northside of the Broadway contains a gas station and a number of strip malls set-back from the road, some of which also contain healthcare facilities. In general buildings are placed somewhat haphazardly within a sea of continuous car parking.
Most plots are underdeveloped and dominated by parking and access roads. There is a lack of cohesion from one plot to another and with any counterparts on the opposite side of the Broadway.
It has some reasonable amounts of tree planting and landscaped verges between the main roadway and the plots.

Figure 12: Broadway East (looking east towards Highway 10) from Wellington St.

D2. Central Broadway

Central Broadway can be defined from Third St to Clara St. and is the central commercial hub of the town. It is pedestrian friendly, full of life and activity. Restaurants and cafe's spill out into the street with extended seating areas and appropriate shading devices which makes for pleasant street atmosphere whilst mitigating the steady road traffic.
This section of the Broadway contains a number of Orangeville's building gems - the Town Hall & Opera House, the Public Library, a clock-tower, and a number of churches. The Broadway has a real sense of place founded from its bustling heritage. Today a number of statues, and public art sculptures can be found interwoven amongst the tree lined sidewalks complimenting and harnessing its past.
They along with the historic incremental continuous street facade pattern create this sense of enclosure - making the street more than a thoroughfare, they make it a space, a public space.
This pedestrian friendly space has generously planted landscaping zones which mitigate the presence of traffic and which provide places to rest, further adding to the pedestrian experience.

Figure 13: Central Broadway (looking north-west) from Mill Street

D3. Broadway West

Broadway West is nominally located between Clara St. and Blind Line further west. Here the Broadway follows a steady incline as one navigates further west. The north-side of the street is also slightly higher than the south-side and is predominantly lined with detached residential homes ranging from 1-3 storeys in height. There is a generous set-back from the road edge comprising a generous grass verge with mature trees, a pedestrian sidewalk and some well looked after front yards. There are a small number of commercial and retail premises on this same side from Centre St towards Ada St.
Conversely, the south-side of the Broadway (from Centre St. to Dawson Rd) is much more open and hard surfaced. A gas station followed by a long strip mall and a large food retailer with a continuous parking lot dominates the streetscape. A mix of building types including a motel, some commercial premises and a large 4-storey apartment building complete the south-side amongst some low-rise detached residential housing.

Figure 14: Broadway West (looking east) from Dawson Road

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5.2 Proposed Character Areas

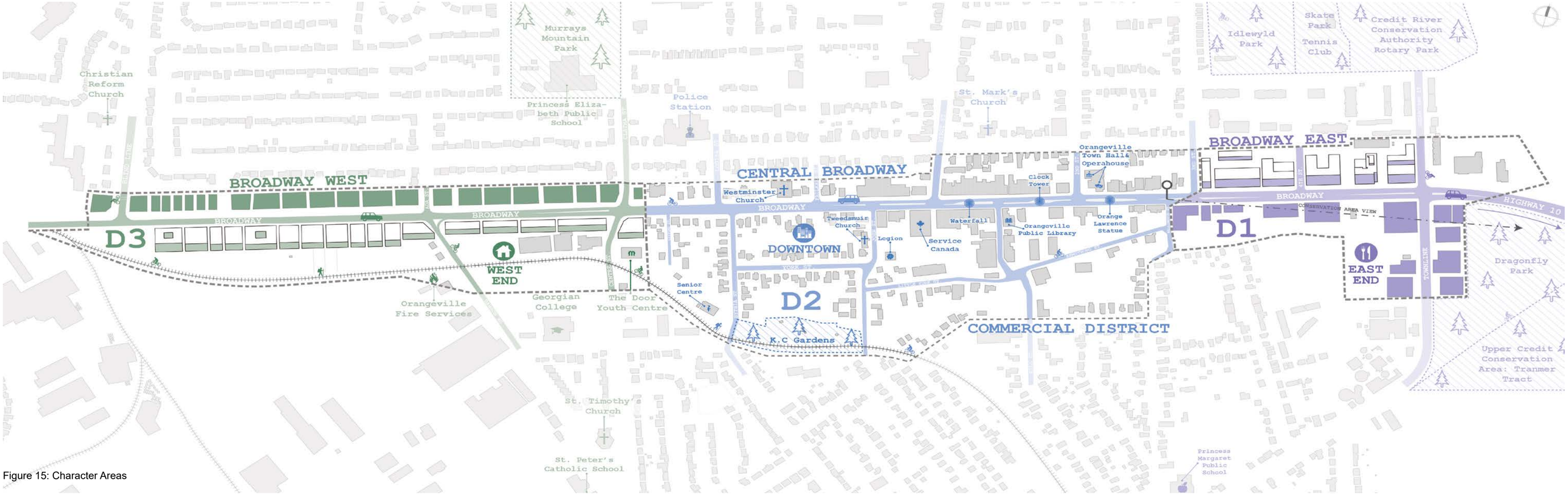

Figure 15: Character Areas

5.3 Proposed Character, Massing & Material

5.3.1 D1 Broadway East

Issues Identified:

- Fragmented development with poor integration between plots.
- Car-centric design with excessive surface parking.
- Limited sense of place or identity.
- Underutilized land that could support higher density residential and or mixed-use development.

Opportunities for Improvement:

- Introduce cohesive design guidelines for building placement, frontage and material expression.
- Reduce surface parking and encourage shared parking structures.
- Enhance pedestrian connectivity and streetscape design
- Expand green infrastructure and integrate public spaces. Promote mixed-use development to create vibrancy and reduce reliance on cars.

Building from Orangeville's existing strengths and roots:

Figure 16: Broadway Streetscape, painted by Alex Lenno

Figure 17: Building on from heritage, Norton Folgate, London, UK

Figure 18: Modern Extension, Curtain Road, London, UK

Figure 19: Proposed render of 60 Broadway. Pastiche expression of the past

Figure 20: Massing model to convey simple urban forms working in tandem

Figure 21: Elegant masonry forms

Figure 22: Residential use at all levels, incl ground

Figure 23: Residential communal gardens to rear

5.3.2 D3 Broadway West

Issues Identified:

- Fragmented development east of Dawson Road with poor integration between plots.
- Car-centric design with excessive surface parking.
- Limited sense of place or identity.
- Significant changes in grade between the sidewalk and properties as you move further west with minimal landscaping between the sidewalk and the road.

Opportunities for Improvement:

- Introduce cohesive design guidelines for building placement, frontage and material expression.
- Reduce surface parking
- Enhance pedestrian connectivity and streetscape design through integration of a multi-use trail.
- Expand green infrastructure and integrate public spaces.

The Broadway West area will develop at lower densities than the Broadway East Area but can benefit from similar design guidelines related to the location of the building, parking and building frontage. Design guidelines in this area will differ while still paying homage to the stone and brick buildings which are characteristic of this area.

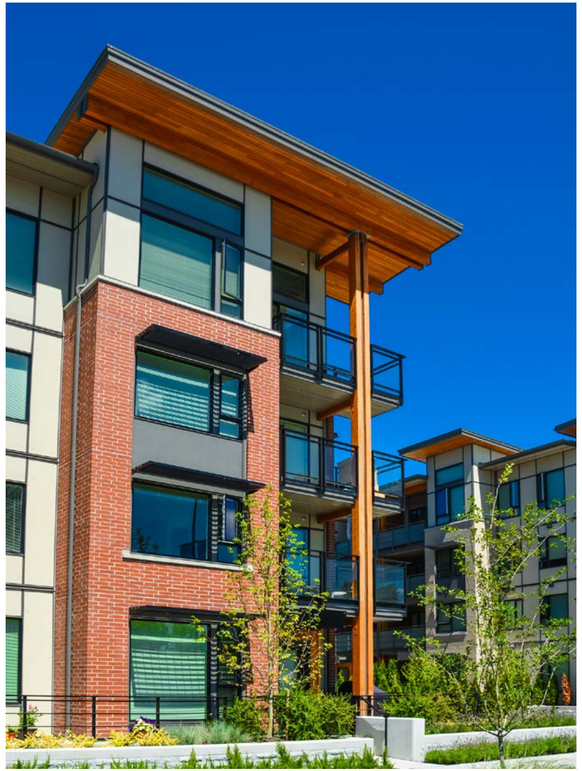

Figure 24: Low Rise Apartments

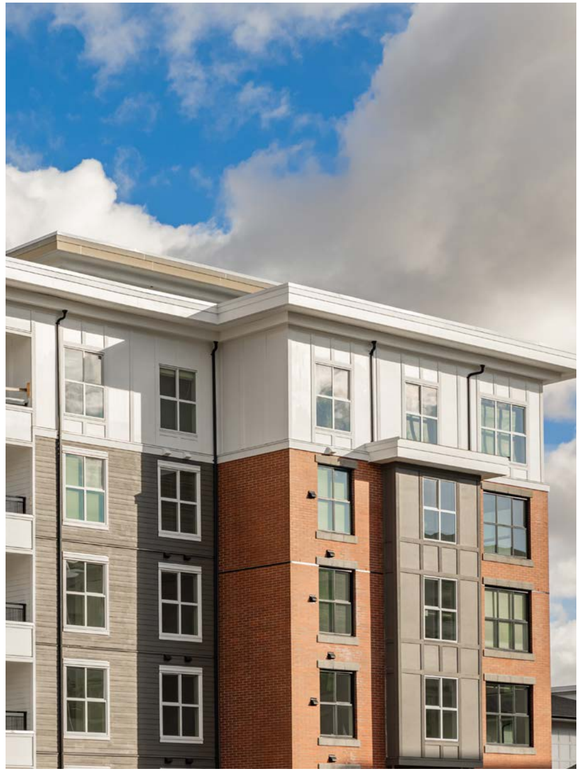

Figure 25:Townhouses with parking in the rear

5.4 Proposed Ground Floor Uses

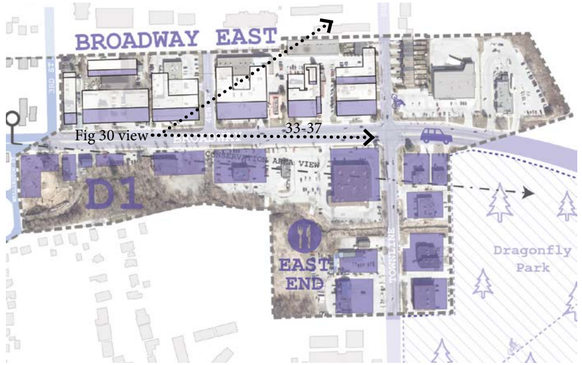

Figure 26: D1 Broadway East District

Figure 27: 3-4storey residential townhouses/ Workplaces

Figure 28: Ground floor frontages for practitioners: e.g dentists, optometrists, vets etc.

Figure 29: Generous active communal entrance to condominiums/apartments

Figure 30: D1 Broadway East District - northside.
Larger/denser residential massing (with mixed use potential) alongside the permitted 8-storey 33-37 Broadway. Consistent building lines and material expression.

Figure 31: Excerpt of East Broadway Improvements

6.0 Public Realm & Streetscape

The Background Report provided an analysis of existing road conditions and parking capacity along existing roads. For further details please refer to Appendix A.

6.1 East Broadway Study Area

To transform the East Broadway Study Area into a complete street that prioritizes safety, accessibility, and vibrancy, a new cross section is essential. This potential corridor redesign should feature wider sidewalks to support pedestrian activity, reduced travel lanes to calm traffic and enhance safety, and elements such as street trees and landscaped boulevards to create a more inviting and environmentally resilient corridor. These changes will help balance the needs of all users and foster a more livable streetscape. Strategies have been implemented to preserve current design and infrastructure, including maintaining the curb, landscaping, and sidewalk along the south side of Broadway. These measures are intended to minimize expenses related to future road improvements.

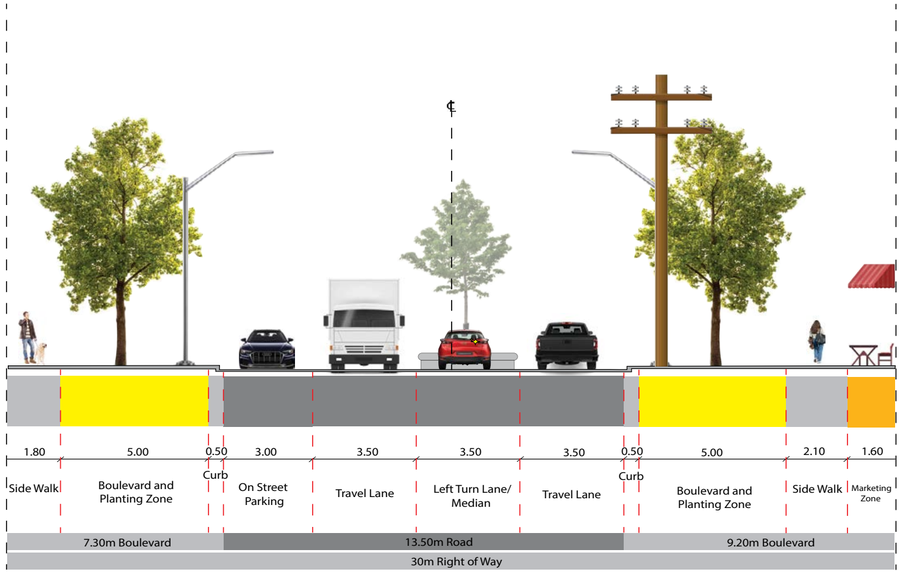

Figure 32: East Broadway Study Area Proposed Cross Section

Figure 32, illustrates the proposed revised cross section for the East Broadway Study Area which:

- Reduces the four lanes for vehicular traffic to two lanes with one turning lane.
- Introduces a median in areas of the turning lane where left turns should be restricted.
- Widens the pedestrian sidewalk to 2.1 metres on the north side of Broadway.
- Keeping curb locations on the south side of Broadway.
- Adding one lane of on-street parking on the south side of Broadway.
- Introduces a larger planting/furnishing zone (i.e. areas with trees, benches).

Figure 33: Excerprt of East Broadway proposed improvements in plan view (Broadway at Sherbourne Street)

Given the proximity of the Study Area to Highway 10 and the lack of a dedicated cycle lane in the Downtown, the creation of a separated cycle lane would serve no meaningful purpose. Therefore, the focus for the design of the streetscape was to improve the overall pedestrian experience.

6.1.1 Future Conditions (Operations with Proposed Lane Reductions)

As part of the design exercise, an analysis of intersections within the East Broadway Study Area under projected 2051 traffic volumes was prepared, incorporating the proposed lane-reduction strategy. The proposed configuration reduces Broadway from two lanes per direction to one lane per direction, retaining or adding auxiliary turn lanes where warranted to preserve operational efficiency and safety. Intersection performance was assessed using Synchro 11, following methodologies outlined in the Highway Capacity Manual (HCM 6th Edition). Detailed results for the projected intersection performance are presented in Appendix A.

Overall, the analysis indicates that all study intersections are projected to operate at LOS “E” or better during both AM and PM peak hours in the 2051 horizon year, even with the lane reductions in place. While a few individual movements are forecast to experience LOS “F” during peak conditions, particularly at isolated side-street or turning movements, these do not affect the overall intersection performance.

The results demonstrates that with the inclusion of selective auxiliary lanes, and optimized signal coordination, the corridor can accommodate projected traffic volumes without requiring the four-lane cross-sections.

6.1.2 Intersection-by-Intersection Description and Results

East Broadway Corridor

- **Broadway/Wellington:** All movements function efficiently under the proposed single-lane configuration; no changes are required.
- **Broadway/Third:** The intersection remains unsignalized, consistent with its residential context.
- **Broadway/Fourth**: The southbound approach is projected at LOS F, reflecting limited gaps on Broadway during the PM peak. Given its local function, signalization is not warranted; the introduction of a Pedestrian Crossover (PXO) nearby will assist in creating platooned gaps, improving accessibility and safety.
- **Broadway/Caledon–Sherbourne:** All approaches perform acceptably; the critical movements is the southbound left turn which operates at LOS E which is still acceptable.
- **Broadway/Highway 10:** A few individual movements (northbound left and southbound through) operate near capacity (LOS E/D) during the PM peak hour. The overall intersection performance is LOS D, which is within the MTO’s acceptable range for a provincial arterial intersection. However, several individual movements exceed the MTO’s v/c ratio threshold of 0.85. No geometric improvements are proposed for this intersection as part of this study.

6.2 West Broadway Study Area

The West Broadway Study Area transitions from the Downtown area to a lower density residential and low density commercial area. The Orangeville Transit Hub is situated to the south of the study area, along Centre Street and a multi-use trail is proposed along the former railway line. Further, Between Banting Drive and Blind line, there is a window street that forms part of the ultimate ROW where a different streetscape approach needs to be considered. A window street is a small local street that runs along a primary corridor. A window street is typically separated by the main corridor by a landscaped strip and/or fence. The updated streetscape needed to consider the existing and planned neigbourhood context to facilitate the creation of a complete street which is appropriate for the study area. Similar to the East Broadway Study Area, the redesign should feature wider sidewalks and landscaping between the road and sidewalk/multi-use trail to help define th edge of the pedestrian zone, reduce

travel speeds, help maintain a comfortable microclimate and help improve the appearance of the street. The reduced number of travel lanes further helps to reduce travel speeds, increase safety and facilitate a more comfortable pedestrian environment. Unlike East Broadway, given the lower density nature of the area, on-street parking is not recommended. The West Study Area should also consider opportunities to connect into the existing and proposed trail system through the introduction of a multi-use trail along the north side of Broadway.

By maintaining the extent of the curb on the south side of Broadway, it will minimize expenses related to future road improvements.

Figure 35 and Figure 36 illustrates the proposed revised cross section for the East Broadway Study Area which:

- Reduces the four lanes for vehicular traffic to two lanes with one turning lane.
- Introduces a median in areas of the turning lane where left turns should be restricted.
- Widens the pedestrian sidewalk to 2.1 metres.
- Keeping curb locations on the south side of Broadway.
- Adding a 3.0 m multi-use trail along the north side of Broadway.
- Introduces a larger planting/furnishing zone (i.e. areas with trees, benches).

6.2.1 Future Conditions (Operations with Proposed Lane Reductions)

An analysis of intersections within the East Broadway Study Area under projected 2051 traffic volumes was prepared, incorporating the proposed lane-reduction strategy. The proposed configuration reduces Broadway from two lanes per direction to one lane per direction, retaining or adding auxiliary turn lanes where warranted to preserve operational efficiency and safety. Intersection performance was assessed using Synchro 11, following methodologies outlined in the Highway Capacity Manual (HCM 6th Edition). Detailed results for the projected intersection performance are presented in Appendix A.

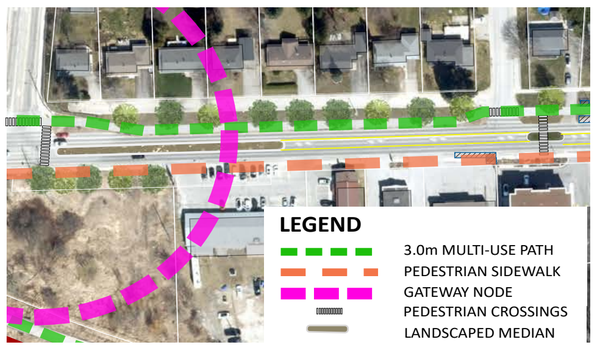

Figure 34: West Broadway Proposed Improvements in Plan View at Blind Line

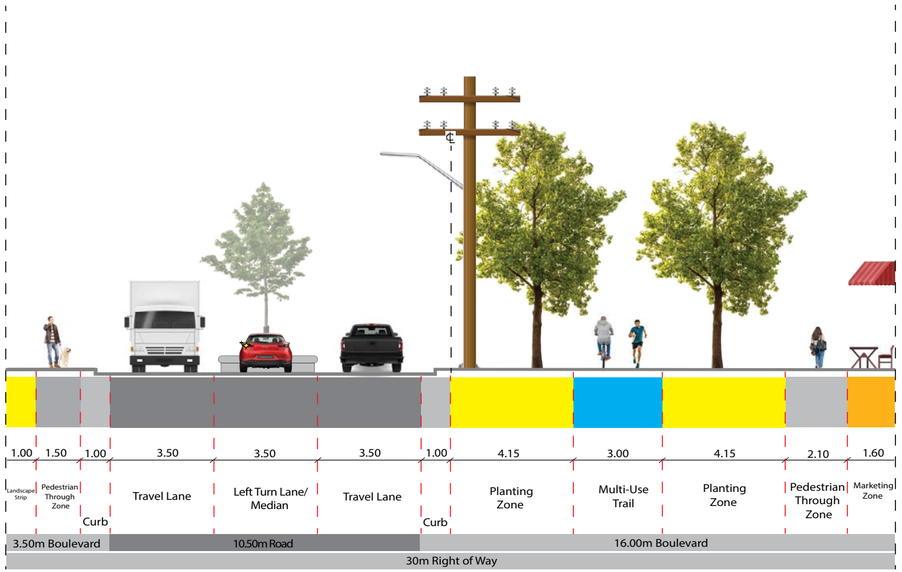

Figure 35: West Broadway Cross Section Between Banting Drive and Dawson Road

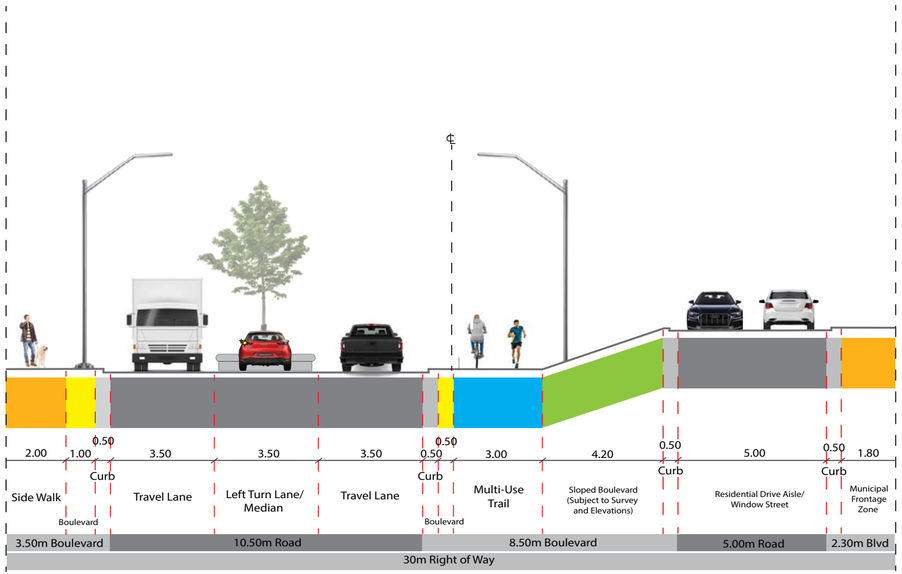

Figure 36: West Broadway Cross Section Between Blind Line and Banting Drive

As noted in Section 5.1.1, all study intersections are expected to operate at LOS “E” or better during AM and PM peaks in 2051, even with reduced lanes. Although some side-street or turning movements may reach LOS “F”, overall intersection performance remains unaffected.

Results show that selective auxiliary lanes and improved signal coordination can handle traffic volumes without needing four-lane cross-sections.

6.2.2 Intersection-by-Intersection Description and Results

West Broadway Corridor

- **Broadway/Blind Line:** The eastbound left-turn (EBL) is the only movement operating at LOS F for this intersection. This is attributed to strong eastbound demand. The remaining movements operate acceptably with LOS D or better during both peak hours.
- **Broadway/Banting:** The one-lane-per-direction configuration is adequate, and no auxiliary lanes are required.
- **Broadway/Dawson–Ada:** All approaches operate at LOS C or better, confirming that the proposed EBL/WBL retention and single-lane through section provide sufficient capacity.
- **Broadway/Centre–Clara:** The eastbound through movement is the most constrained (LOS E) but remains acceptable for a downtown arterial context.

Across both study areas, the results demonstrate that:

- All intersections maintain overall LOS E or better in both AM and PM peaks.
- Only a handful of individual turning movements reach LOS F.
- The lane-reduction strategy successfully rebalances the corridor toward multimodal use while preserving adequate vehicular performance through 2051.

Implementation of TDM measures, including improved transit priority, pedestrian connectivity, and parking management, will help reduce single-occupant vehicle trips and mitigate operational concerns, even under future growth scenarios.

Connectivity Across Both Study Areas and the Downtown

Figure 37 illustrates the pedestrian and active transportation connectivity across the entire corridor and identifies gateways into each study area.

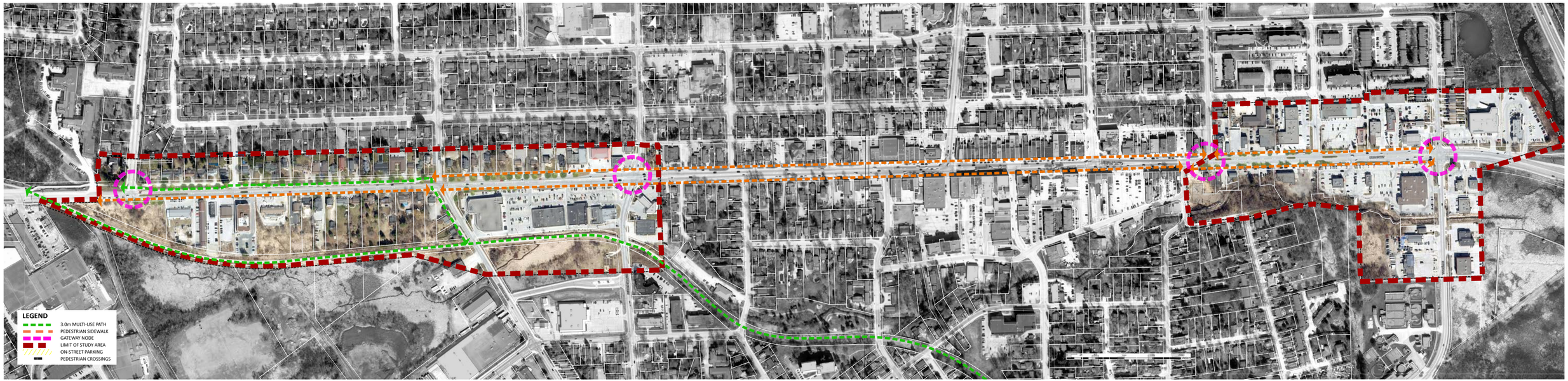

Figure 37: Corridor Connectivity

Figure 38: East Broadway Study Area, West of Highway 10

7.0 Infrastructure Plan

Infrastructure and servicing form the backbone of any planning strategy. Ensuring that these systems are in place is essential to support future development and maintain the corridor's long-term functionality

7.1 Existing Equivalent Population

To compare future infrastructure demands with current needs the equivalent existing population within the two study areas was determined. This assessment began by estimating the existing land use in each area, using aerial imaging sources such as Google Earth and the Town's Planning Information Portal to identify and quantify the hectares of each land use type.

Once the existing land use areas were established, densities in units per hectare (uph) were applied in accordance with the Town's Official Plan. Occupancy rates in persons per unit (ppu) were then assigned based on the most recent data available from the Development Charges Background Study, reflecting occupancy rates observed between 2021 and 2024. This approach ensured that the existing population estimates were consistent with both planning policy and actual occupancy trends. A summary of the existing land use areas, applied densities, occupancy rates, and resulting equivalent population estimates is provided in Appendix B.

7.2 Projected Future Equivalent Population

To develop the infrastructure plan, densities and occupancy rates were applied to each proposed land use type, using averages from similar development types in the area, targets from the Official Plan and occupancy assumptions from the Development Charges Background Study (Watson, 2024). It is important to note that density maximums are not proposed through the land use planning exercise and densities will be controlled through height maximums and a Floor Space Index. These targets provide a consistent basis for estimating growth potential and are summarized in Appendix B.

Using the proposed land use mapping, the net area for each land use classification within both study areas was determined and the corresponding density and occupancy rates were applied to calculate the equivalent population for each category. This is summarized in the following table. As per Table 1, the total future projected equivalent population in the study areas (west and east, combined) is 4,039 people. Based on an estimated existing population within these areas of 1,304 (see Table 1), it is estimated that future development will result in an additional 2,735 people within the west and east study areas, combined. These equivalent population estimates formed the basis for assessing water, wastewater, and stormwater servicing requirements, including treatment, conveyance, and distribution system capacity, as well as evaluating potential constraints and upgrade needs under projected growth scenarios.

Table 1: Future Equivalent Population Estimates

Study Area	Land Use Type	Area (ha)	Equivalent Population
West	Low-Density Residential	3.0	460
	Medium-Density Residential	3.8	1,021
	Mixed Use (north of Broadway)	2.0	93
	Mixed Use (South of Broadway)	1.6	417
	Open Space / Floodplain	4.1	0
	Total	**15.8**	**1,991**
East	Commercial	2.6	121
	Mixed-Use	7.2	1,927
	Open Space / Floodplain	3.1	0
	Total	**13.2**	**2,048**
Total (West + East)			**4,039**

7.3 Future Servicing Analysis and Constraints

7.3.1 Water

Treatment and Supply

To assess current and future water supply and treatment

Figure 39: Wastewater Treatment Plant

requirements for the study areas, recent municipal reports and population estimates were reviewed to determine available capacity and supply. For this study, average day and maximum day demands were calculated using a five-year average derived from the Town's Annual Summary Reports through 2020 to 2024. In the absence of specific data for the water service population, it was assumed to be equivalent to the wastewater service population of 30,745, as reported in the Town's 2024 Wastewater Annual Report. A per capita demand was then calculated, as summarized in Appendix B.

It is projected that an additional 2,735 people will require servicing through future development (4,039 projected population minus 1304 estimated existing population). When using the observed average maximum day per capita demand of 0.361 m³/day and applying it to the total projected population of 33,480 (30,745 existing + 2,735 future), the estimated maximum day demand for the Town is approximately 12,086 m³/day. This calculation indicates that an additional 991 m³/day of water would be needed to support growth within the West and East study areas.

For context, the MECP Design Guidelines for Drinking Water Systems (Table 3-1) recommend a theoretical maximum day demand factor of 1.80 for a population of this size. This factor is higher than the historical average observed in Orangeville, which has been approximately 1.33 over the past five years. In accordance with discussions held with Town staff, a maximum day demand factor of 1.4 has been applied for this assessment. This factor reflects staff direction to adopt a conservative planning assumption that accounts for anticipated operational performance of the Pullen Well and associated peak-day system demands.

Based on the calculated additional demand of 1,654 m³/day, the projected growth within the West and East study areas will exceed the Town of Orangeville's current uncommitted reserve capacity of 873 m³/day. This indicates that additional water supply and treatment capacity will be required to support future development. Additional development elsewhere in the Town will further elevate total demand, increasing the likelihood of supply constraints and underscoring the need for proactive planning and timely water supply and treatment upgrades to maintain regulatory compliance and reliable service delivery.

The need for a new water supply to support growth in Orangeville has already been identified. The Infrastructure Services Public Works Division report confirmed that construction of the Pullen Well (Well 13) was underway in 2024, which is expected to address near-term growth needs in the Town. Commissioning of the new supply was planned for summer 2025. Hydrogeological analyses completed to date indicate the well should ultimately be able to supply up to 3,629 m3/day. Of that, 171 m3/d is allocated to near-term planned growth, resulting in 3,458 m3/day unallocated for the Orangeville drinking water system, which may be possible to allocate to growth in the study area.

It is also important to note that the full build-out of this scenario within the study area is expected to occur over an extended timeframe. As development progresses, ongoing monitoring of actual growth and periodic reassessment of water treatment and supply infrastructure will be critical to ensure that the town's water supply system maintains adequate capacity to service projected growth. A supply and treatment capacity study or master plan should also be considered to guide phased upgrades and align infrastructure improvements with actual growth rates and realized densities.

Distribution

A high-level desktop analysis was carried out for the proposed east and west study areas to assess whether the existing water service can provide adequate supply while complying with the MECP Design Guidelines for Drinking Water Systems.

Currently, there is no hydraulic modeling available for the study areas to assess whether the existing water distribution system can reliably meet these pressure and flow requirements under projected demand scenarios. To address this, it is recommended that hydraulic modeling and supporting studies be undertaken to evaluate the system's ability to accommodate future growth, specifically focusing on hydraulic demands, potential headlosses, and pressure maintenance throughout the network.

Storage

There are four storage facilities in Orangeville (2 elevated towers and 2 at-grade reservoirs with pumps) which provide a total storage capacity of 15.9 ML (million litres). Additionally, the ongoing Municipal Class Environmental Assessment (MCEA) for Water Storage and Pumping at Well 5/5A in Orangeville has identified the need for a 3,300 m3 standpipe and booster pump station with capacity of 126 L/s to address to address water servicing demands within Pressure Zone 4. This would increase storage capacity in the distribution system to approximately 19.2 ML.

As detailed in Appendix B, Orangeville's projected growth will result in an increase in total storage needs from 11.04 ML currently to 11.63 ML at full build-out. In either case, this is well within the available 19.2 ML after planned upgrades. However, while overall storage capacity appears sufficient, it is possible that conveyance and pumping upgrades may be required to ensure stored water can be effectively delivered to the study areas, particularly those located in different pressure zones.
The East study area is located within pressure zone 1-2, and the West study area is located in pressure zone 3. A detailed hydraulic model should be developed as part of a future master

plan or comprehensive study to help confirm whether additional infrastructure improvements are necessary to maintain reliable service and adequate pressures throughout these pressure zones as development progresses.

7.4 Wastewater

7.4.1 Treatment

To assess the wastewater treatment requirements for the study area, average daily flow (ADF) and wastewater serviced population data were used from the Town's WPCP Annual Reports for 2021, 2023, and 2024. These numbers were averaged to determine a representative per capita ADF for the study area, as summarized in the following table.

Table 2. Average and Per Capita Water Demands

Year	Average Daily Flow (m^3/day)	Population
2021	10,595	30,221
2023	11,056	30,591
2024	11,353	30,745
Average	**11,001**	**30,519**
Per Capita	**0.361**	

The design capacity of the plant is 17,500 m3/day. The average daily flow of 11,001 m3/day calculated above suggests that the plant is generally operating at approximately 63% of its design capacity, and that there is approximately 6,500 m3/day of remaining treatment capacity. Applying the average daily per capita ADF of 0.361 m3/day to a combined projected population of 4,039, the average daily dry weather wastewater flows anticipated to be generated from both study areas is approximately 1,456 m3/day. Applying the same per capita ADF to the existing cumulative population of 1,304, the current average day demand is approximately 470 m^3/day. This means the projected future ADF of 1,099 m^3/day results in 629 m^3/day of additional wastewater.

While this increase is within the estimated remaining treatment capacity of the wastewater treatment plant, it is important to note that these flows represent only a portion of the total future flows serviced by the plant. As a result, it is recommended that future upgrades or capacity expansions be considered and coordinated with ongoing development to ensure that the plant continues to operate within its design parameters while maintaining reliability and regulatory compliance. The development of a sanitary master plan or similar study may help inform the growth anticipated in the broader community in addition to the study area and provide opportunities to plan for phased implementation of new or improved infrastructure to support long-term growth in Orangeville.

7.4.2 Conveyance

Wastewater flows generated by the west study area are to be conveyed to the existing Broadway 300 mm diameter sanitary sewer, while flows in the east study area are to be conveyed to the existing Townline 675 mm diameter trunk sanitary sewer.

Design Criteria

The assessment of sanitary servicing requirements for the east and west study areas is based on the MECP Design Guidelines for Sewage Works. Please refer to Apendix B for a summary of key design parameters.

Wastewater Servicing

As previously noted, the wastewater flows from the west study area are to be conveyed to the existing Broadway 300 mm diameter sanitary sewer, which then feeds into the east study area where flows are to be conveyed to the existing Townline 675 mm diameter trunk sanitary sewer.

A peak flow of 34.3 L/s was calculated for the west study area, based on a population of 1,991, a peaking factor of 3.59, and a total infiltration allowance of 4.43 L/s (15.8 ha x 0.28 L/s/ha). The proposed peak wastewater flow of 34.3 L/s is representative of 72% of the total capacity of the receiving 300 mm diameter sanitary sewer on Broadway, sloped at 0.22 % (minimum slope for sewer size of 300 mm diameter as per MECP Design Guidelines Table 5-4) with a total capacity of 47.32 L/s.
A peak flow of 64.3 L/s was calculated for the east study area, based on a cumulative population of 4,039, a peaking factor of 3.33, and a total infiltration allowance of 8.1 L/s (cumulative area of 28.9 ha x 0.28 L/s/ha). The proposed peak wastewater flow of 64.3 L/s is representative of 41% of the total capacity of the existing 675 mm diameter sanitary trunk on Townline, sloped at 0.067 % (minimum slope for sewer size of 675 mm diameter as per MECP Design Guidelines Table 5-4) with a total capacity of 227 L/s.

This suggests that the receiving sewers on Broadway, collecting flows from both study areas, are expected to operate within their available capacity under peak conditions. However, it should be noted that flows from these study areas represent only a portion of the total flows within the respective sewershed conveyed to the WWTP by these sewers, and actual wastewater flows from the broader service area should be considered and could further increase hydraulic loading.

Based on these findings, it is recommended that a comprehensive sanitary network analysis be undertaken to assess the impacts of projected growth across the entire sewershed and confirm the need for any future upgrades to the sewer system. This should include verification of existing inverts and slopes, as well as a detailed downstream capacity assessment to identify potential bottlenecks or constraints. As development progresses, continued evaluation of system capacity will be essential to ensure the network can reliably accommodate growth and maintain operational and service level objectives. Targeted sewer improvements should be planned as needed, informed by ongoing monitoring and updated assessments.

7.5 Stormwater

The individual development lots will be subject to site specific stormwater management provisions identified in the Credit Valley Conservation Stormwater Management Guideline (July 2022). The provisions are summarized below:

- Water quantity control for post-development runoff rates to pre-development rates with respect to 2 through 100-year storm intensities.
- Enhanced water quality control for 80% TSS reduction.
- At minimum, retain 5 mm of rainfall to minimize erosion potential in receiving streams.
- For sites with stormwater management ponds, 25 mm

detention may be required for 48 hours.
- Infiltration pre-development levels should be maintained post-development.

With the stormwater management provisions identified above, it is anticipated that the proposed redevelopment will improve the operating capacity of the surrounding five (5) municipal storm sewer networks for the east and west study areas. This is because the existing system is considered to receive uncontrolled storm flow from the existing adjacent development lots, given the time the developments were constructed.

Based on the proposed land-use, it is anticipated that municipal roads will not be needed within the private future development areas. If municipal roads are deemed necessary, stormwater management and conveyance must be achieved in compliance with the Town's CLI-ECA (108-S701).

7.6 Utilities

While there is limited information available regarding the existing servicing of electrical, telecommunications, and natural gas in the study area, the high growth projections being applied are likely beyond current planned capacities. As a result, upgrades to these utility systems will likely be required to support future development. It is recommended that development be coordinated with the representative local utility providers to confirm capacity, plan necessary infrastructure improvements, and ensure that upgrades are planned and implemented as development progresses to accommodate anticipated growth.

Figure 40: West Broadway Study Area, East of Banting Drive

8.0 Floodplain & Water Resources Strategy

The following strategies are grounded in regulatory frameworks mandated by local and provincial legislation. As previously noted, the East and West Broadway Study Areas fall within the jurisdiction of the Credit Valley Conservation Authority (CVC). Accordingly, the guidance outlined below should be considered in all planning and development activities within these areas. It is important to note that more in-depth assessments will be required for future developments to ensure compliance with applicable regulations and to appropriately address site-specific conditions.

8.1 Riverine Flood Hazards

The Regulatory Flood is typically defined as the greater of the regional storm event (e.g., Hurricane Hazel) or the 100-year flood,

Figure 41: Mill Creek

and it delineates the extent of the riverine flood hazard.

The Town of Orangeville and CVC have adopted the Two Zone Concept for floodplain management in specific portions of Orangeville. This approach divides the floodplain into two distinct components:

- **Floodway:** The portion of the floodplain where development or site alteration would pose a risk to public health and safety or result in property damage. Generally, development is not permitted within the floodway.
- **Flood Fringe:** The portion of the floodplain that may be safely developed or altered, provided specific conditions are met and adverse impacts are avoided.

8.1.1 Floodway

CVC prohibits new buildings or expansions in defined floodway areas, except for essential flood and erosion control structures or utilities that must be located there. Additionally, any land containing floodway must be appropriately zoned before being considered for development or redevelopment.

8.1.2 Flood Fringe

In flood fringe areas, all new development must be protected to the flood hazard limit and buildings must be dry passively floodproofed, typically by constructing on fill elevated at least 0.3 metres above the hazard limit. Fill may be imported without a balanced cut if tied to development or redevelopment. These areas must be appropriately zoned before development, and all other applicable CVC policies will still apply within the defined Two Zone Area.

It should be noted that the two-zone concept is applied at a broader watershed scale, not lot-by-lot, and must consider provincial criteria like flood risk, land use changes, service constraints, and safe access during floods. This means that detailed impact assessments such as a hydrological and hydrogeological assessment prepared by a Qualified Professional are required for all developments proposed within the regulation limits. We recommend that the types of reports and the qualified professionals who can prepare these studies be identified in the pre-consultation checklist. It is noted that the Province is undergoing a review of complete application requirements and therefore any proposed changes to complete application requirements in the Official Plan must be approved by the Ministry of Municipal Affairs and Housing.

CVC is currently in the process of updating its floodplain mapping and is considering moving away from a two-zone concept to a one-zone approach. This approach is commonly applied province-wide and takes a more conservative approach to hazard management and does not permit new development within the entire floodplain. This change in approach would mean that some properties, that potentially could develop within the flood fringe would not be able to do so with a one-zone approach. An exception to this rule would be existing uses that may be proposing development that does not further aggravate the hazard condition.

Nevertheless, as this information is not available at this time, it is recommended that the floodplain and hazard limits be reviewed through each individual development application, in consultation with CVC.

As a CVC standard, it is recommended that buildings are set back a minimum of whichever is the greatest of the following buffers:

- 10 metres from the limit of flood hazards;
- 10 metres from the limit of erosion hazards;

8.2 Hazardous Sites (Unstable Soil or Bedrock)

Because of the complex nature of sensitive soils and karst topography, site-specific technical studies are needed to accurately define hazard limits and assess risks of potential catastrophic failures. It is not permissible to have any development activity and site alteration within hazardous land associated with unstable soil or unstable bedrock.

It is recommended that lots created through consent are set back a minimum 10 metres from the limit of unstable soils and bedrock.

8.3 Wetlands and Other Areas

The limits of wetlands will be determined through site specific field investigations and technical reports where required. Development and interference is prohibited within wetlands or other areas of a wetland. It is recommended a 30-metre minimum setback from the boundary of all wetlands for all new development and development activity that will have no negative impact on the wetland.

9.0 Fiscal Impact Analysis

9.1 Order-Of-Magnitude Cost Estimate

The fiscal impact analysis provides an order-of-magnitude assessment of the anticipated costs associated with implementing the proposed improvements within the corridor study area. The purpose of this section is to provide Council and stakeholders with a high-level understanding of the financial implications tied to transportation upgrades, water system enhancements, and wastewater servicing improvements required to support anticipated growth.

Cost estimates are based on preliminary design concepts and industry benchmarks and are intended to inform decision-making, guide project phasing, and support discussions on funding strategies. These figures are not final but serve as a planning tool to help the municipality evaluate options and maintain fiscal sustainability as the corridor vision moves forward.

The infrastructure upgrades identified in the preceding sections, including enhancements to water supply and distribution, and wastewater conveyance, will require significant capital investment to support the projected growth in the west and east Broadway study areas.

A comprehensive master plan (including detailed hydraulic modeling) will be required to accurately evaluate and determine the specific linear and pumping upgrades needed to support future growth. Upgrades to linear infrastructure will likely involve improvements to trunk mains along major routes, such as Broadway, to ensure adequate service delivery. A master plan will also be necessary to confirm the storage and treatment/supply capacity needs and timing for the study areas.

The following table provides a high-level overview of the anticipated costs associated with these infrastructure enhancements, ensuring that Orangeville's municipal systems can reliably meet future demand associated with planned growth in the east and west Broadway study areas. All costs associated with these water and wastewater infrastructure enhancements will be funded through development charges.

Table 3. Order of Magnitude Costs for Infrastructure Improvements

Component	Required Upgrades	Cost ($2025)[1]
Water		
Treatment and Supply	At target density, additional 991 m^3/day of treated water supply (Assuming new wellfield and none allocated from existing water supply)	$4,000,000
Storage	Assumed none required, there appears to be a future surplus of 7.57 ML (TBC through future hydraulic modeling)	N/A
Misc. Conveyance and Pumping	TBC through completion of Master Plan and development of hydraulic model	$2,000,000 - $4,000,000
General	Master Plan and hydraulic model	$200,000
	Total Water	**$6,200,000 – $8,200,00**
Wastewater		
Treatment	At target density, additional 629 m^3/day of wastewater treatment (Assuming expansion of existing plant, none allocated from existing water pollution control plant)	$6,000,000
Misc. Conveyance and Pumping	TBC through completion of Master Plan and development of hydraulic model	$2,000,000 - $4,000,000
General	Master Plan and hydraulic model	$200,000
	Total Wastewater	**$8,200,000 - $10,200,000**

Component	Required Upgrades	Cost ($2025)[1]
Stormwater Management	Developer Led	N/A
Transportation		
Construction Cost (including 25% contingency): West Segment (Blind Line to Centre Street)	• Major Intersection upgrades at Blind Line, Dawson and Centre Street (surface works at corners and markings only) • Minor Intersection upgrades at Banting Drive (surface works and markings only)	**$1,200,000 (rounded) or $1,375 per linear meter**
Construction Cost (including 25% contingency): East Segment (Wellington to 115m west of Sherbourne)	• Major Intersection upgrades at Wellington, 4th (surface works at corners and markings only) - • Minor Intersection upgrades at 3rd (surface works and markings only) • No upgrades at Sherbourne	**$350,000 (rounded) or $925 per linear metre**
	West Segment Total Capital Cost[2] (Excluding Tax):	**$1,775,000 (rounded)**
	East Segment Total Capital Cost[2] (Excluding Tax):	**$513,000 (rounded)**
	Total Cost of Required Upgrades	**$16,688,000-$20,688,000**

Table Notes:
(1) Costs assume upgrades are undertaken as part of a larger capital project to service townwide growth.
(2) Capital Cost= Total Construction Cost + Administrative fees
(3) The above estimates do not include any major utility relocations, sewers, traffic signal/streetlighting hardware or underground plant, or cost to remove/replace street trees.
(4) The estimates consider only shallow-construction and removal/replacement of materials such as concrete, asphalt and granulars.

9.2 Potential Funding Options

To implement the proposed water, wastewater and transportation improvements to support the creation of a complete street, the Town can leverage a mix of proven funding tools.

1. Development Charges and Community Benefits Charges

Development charges (DCs) allow the Town to cover the capital costs of “hard services” such as water and wastewater systems, stormwater management, and transportation infrastructure. For transportation, DCs can fund functional improvements like new or widened roads, intersection upgrades, bridges, and traffic signals. They also cover active transportation facilities, such as sidewalks and cycling lanes, when integrated into road projects, as well as transit infrastructure like buses, shelters, and terminals. In the context of the corridor, DCs would finance upgrades that ensure the transportation network can accommodate increased demand from development, including intersection improvements, and turning lanes.

Community Benefits Charges (CBCs), introduced under the Planning Act, complement DCs by funding “soft services” and amenities that enhance livability but are not eligible under DCs or parkland dedication. CBCs apply to developments with ten or more units and five or more storeys, making them particularly relevant for mid-rise projects. These charges can fund streetscape enhancements such as street furniture, lighting, landscaping, and public art, as well as small urban plazas or community facilities like recreation spaces and childcare centers. For the corridor, CBCs would support the creation of a vibrant, pedestrian-friendly environment, features that go beyond basic transportation functionality and contribute to a complete community.

In short, DCs address the functional infrastructure needs of growth, while CBCs provide the quality-of-life enhancements that transform a corridor into a walkable, attractive destination. Together, these tools can that both the capacity and character of the corridor evolve in line with the Town’s vision.

2. Public Private Partnerships (P3s)

P3s allow municipalities to leverage private financing and expertise for large-scale projects, transferring risk and ensuring lifecycle performance. Ontario examples include Infrastructure Ontario’s delivery of major transit and highway projects and Barrie’s transit facility. Private partners are incentivized by long-term, predictable revenue streams and opportunities to innovate. For the corridor, P3s could be considered for major infrastructure upgrades where upfront capital requirements are significant.

3. Municipal Debentures

Municipal debentures are a form of long-term borrowing authorized under the Municipal Act. They allow municipalities to finance major capital projects upfront and repay the debt over time through property taxes, user fees, or dedicated reserves. This approach is widely used for infrastructure projects where immediate funding is required but cash flow from development will occur gradually.

In the corridor, debentures could fund water and transportation improvements early in the project timeline, enabling construction to proceed without delay. The Town would pass a by-law authorizing the debt and issue debentures through Infrastructure Ontario or the capital markets. Interest rates are typically favorable for municipalities, and repayment schedules can be aligned with projected growth revenues.

4. Local Improvement Charges

LICs allow municipalities to recover the cost of specific improvements from benefiting property owners. Common uses include sidewalks, street lighting, and streetscape upgrades. Under the Municipal Act, LICs can be levied through a by-law and collected over time, often through property tax bills. This tool ensures that those who directly benefit from improvements share in the cost.

For the corridor, LICs could fund enhanced streetscape features such as decorative lighting or pedestrian amenities along key blocks. The municipality would identify the benefiting properties, calculate the cost share, and provide owners with payment options, including installment plans. This approach is particularly useful for localized improvements that increase property value.

5. Development Agreements

Development agreements are negotiated as part of the planning approval process for large sites. They require developers to fund or construct specific infrastructure improvements, such as servicing extensions, intersection upgrades, or utility connections, as a condition of approval. This ensures that growth-related costs are borne by the development benefiting from them.

In the corridor, development agreements could secure commitments for on-site water and wastewater connections, upgraded intersections, or even contributions to public realm improvements. These agreements are legally binding and tied to site plan or subdivision approvals, providing certainty that infrastructure will be delivered alongside development.

6. Grants and Cost-Sharing Programs

Federal and provincial programs, such as the Canada Housing Infrastructure Fund (CHIF), can offset costs for water and wastewater upgrades tied to housing growth. Other programs, including Investing in Canada Infrastructure, provide funding for transit and green infrastructure. These grants should be pursued early to complement municipal tools and reduce financial risk.

While each funding mechanism offers unique advantages, their application must be carefully evaluated in the context of the community's needs, priorities, and capacity. Factors such as the scale of redevelopment, property owner willingness, market conditions, and municipal debt tolerance will influence which tools are most appropriate. For example, LICs may work well where property owners value enhanced streetscapes, while debentures require confidence in long-term revenue streams. Similarly, CBCs and development agreements depend on the nature and size of new projects, and P3s demand robust risk management and procurement expertise. By engaging stakeholders early and aligning financial strategies with community objectives, the municipality can select a balanced approach that delivers infrastructure efficiently while maintaining public trust and fiscal sustainability.

10.0 Conclusion

The Orangeville East and West Broadway Corridor Draft Vision and Land Use Plan establishes a framework for future growth by prioritizing land use and urban design changes that will create an active, vibrant streetscape and support mid-rise development. These improvements will enhance connectivity and livability while aligning with the Town's vision for sustainable growth.

To complement these changes, the proposed lane reduction from four to three lanes is expected to have minimal impact on the transportation network, with any effects mitigated through Transportation Demand Management measures, improved pedestrian connections, and the Town's free transit service.

Supporting this growth will require infrastructure expansion. Some projects are already underway, while others will need future budgeting. Road upgrades have been designed to utilize the existing south curb, reducing implementation costs. There are various financial tools available to fund the necessary improvements.

Together, these strategies lay the foundation for a more connected, efficient, and livable Orangeville.