



Orbit Potential and Innovation Plan (OPIP)

Community Meeting | 06.28.2022

Land acknowledgment

We acknowledge that Innisfil is situated on the Traditional Territories of the First Peoples of Turtle Island. It is shared between the Anishinaabe peoples of Beausoleil First Nation, Chippewas of Rama First Nation, and Chippewas of Georgina Island First Nation. Innisfil is still the home to many Indigenous people and we are grateful to have the opportunity to work and meet on this land.

Agenda

- 7:00 – 7:30pm: Welcome and presentation
- 7:30 – 8:15pm: Break-out mapping sessions
- 8:15 – 8:35pm: Break-out presentations
- 8:35 – 9:00pm: Q & A and discussion



Introduction

What is the Orbit?

The Orbit is the Town of Innisfil's vision for a complete, cutting-edge community where our small town and rural lifestyles are enhanced by the benefits and attributes of urban living.

What if we could build a place where technology makes life easier? **Imagine a community focused on environmental sustainability, the arts, transit, innovative streets and infrastructure, social interaction, health and wellness, a modern economy, urban agriculture, advanced manufacturing**, all combined with a vibrant start up energy and culture. The Orbit is the future of placemaking and city building, today.

Orbit Goals

The Council has resoundingly and unanimously endorsed the Orbit Vision. The Orbit Vision doesn't necessarily strive to re-create city building, but rather blend the best of proven and 'next' practice ideas into the context of the Town and how it wants to grow by achieving the following five goals as stated in the RFP document:



Achieving a sense of place



15 Minute Neighbourhoods



Higher quality density



An 'Insightful' City



Sustainable community

Orbit Vision

Urban structure and form

- 1 Radial movement centred on the transport hub
- 2 Concentric circulation patterns
- 3 Linear park along railway
- 4 High density surrounding station and decreasing towards edges

Design considerations

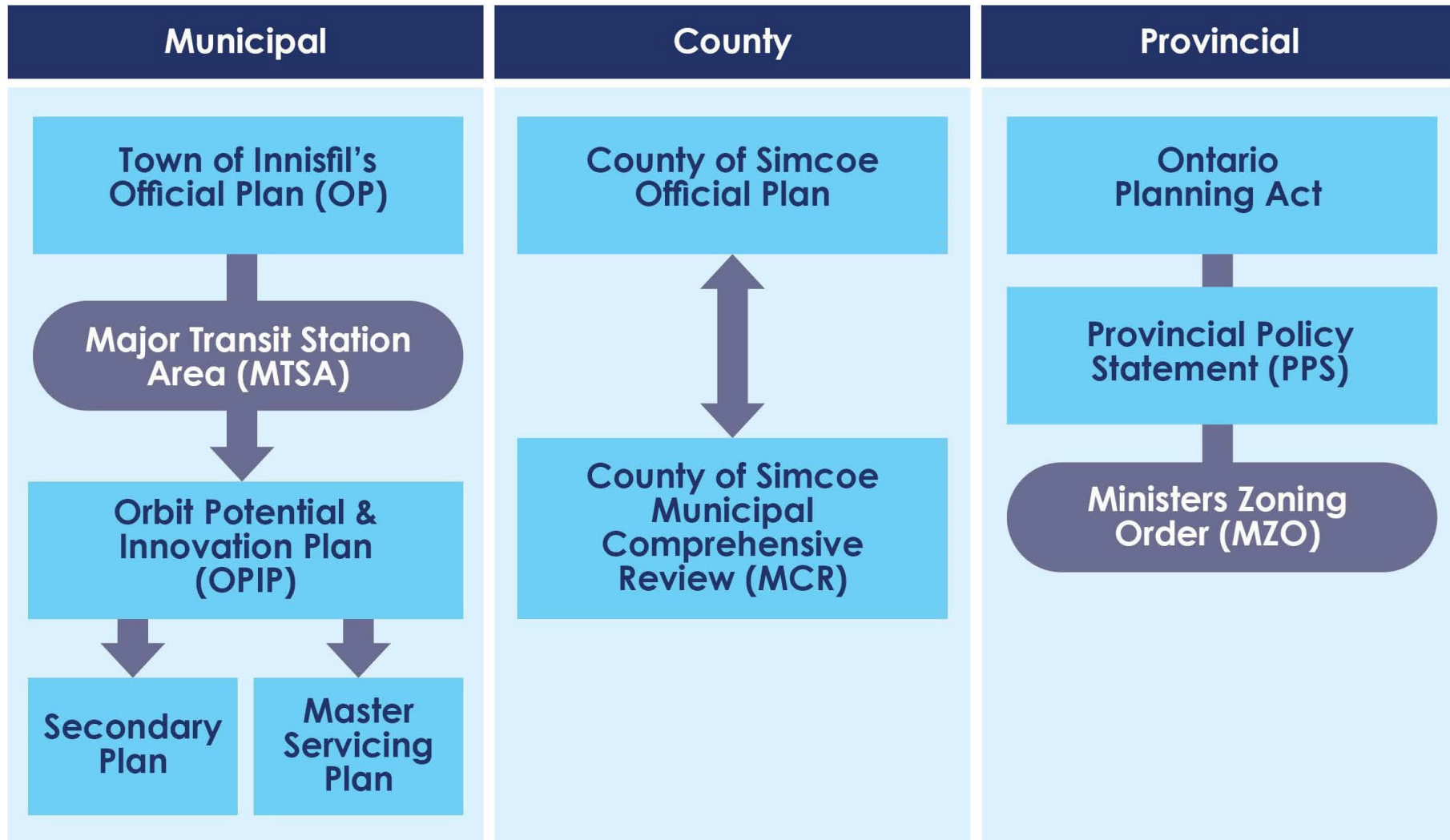
- 5 One single focal point (the station and relative public space)
- 6 Enhance/strengthen access to public space from outer areas
- 7 Avoid repetition in urban pattern and street frontages
- 8 Provide more variety in road hierarchy and typology and enhance pedestrian and cycle movements



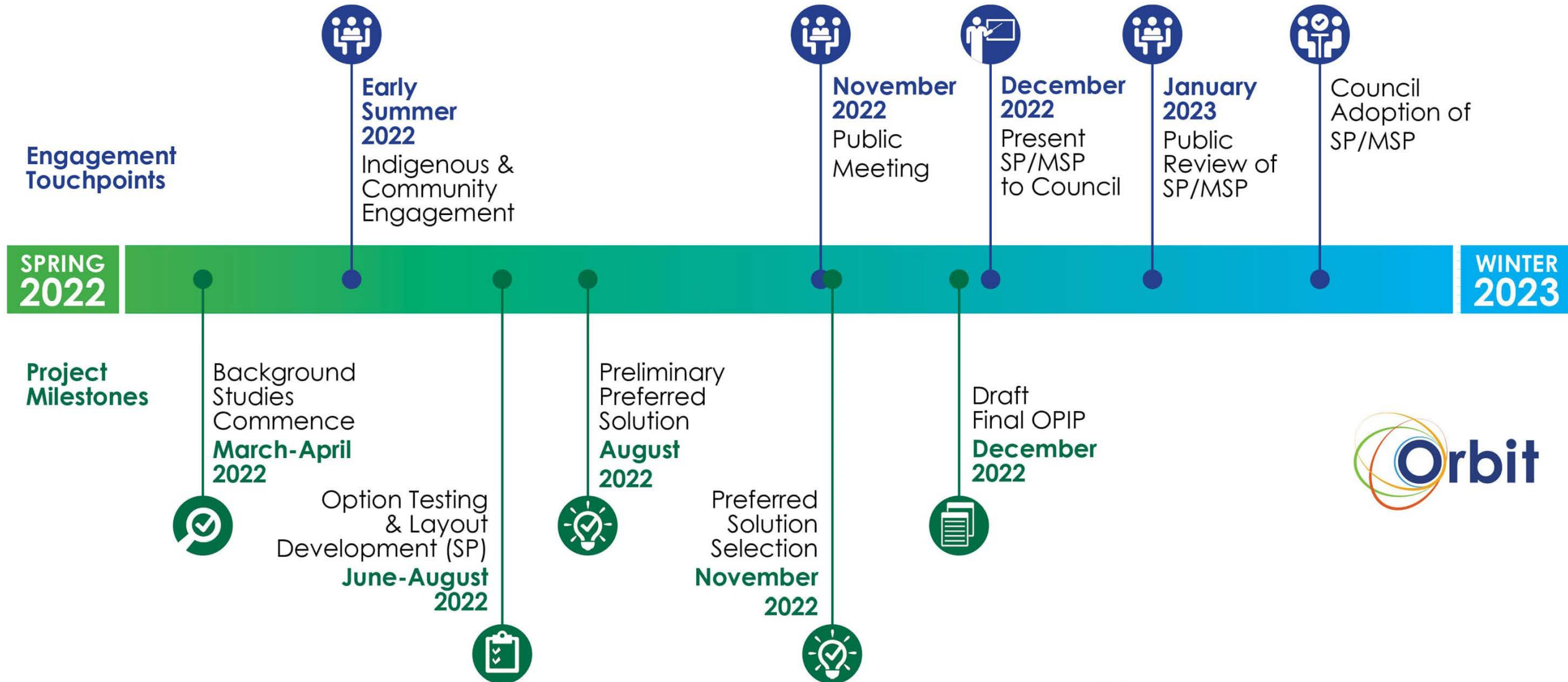
Proposed Orbit Location



OPIP's role in the Planning Process



OPIP Timeline & Engagement Touchpoints



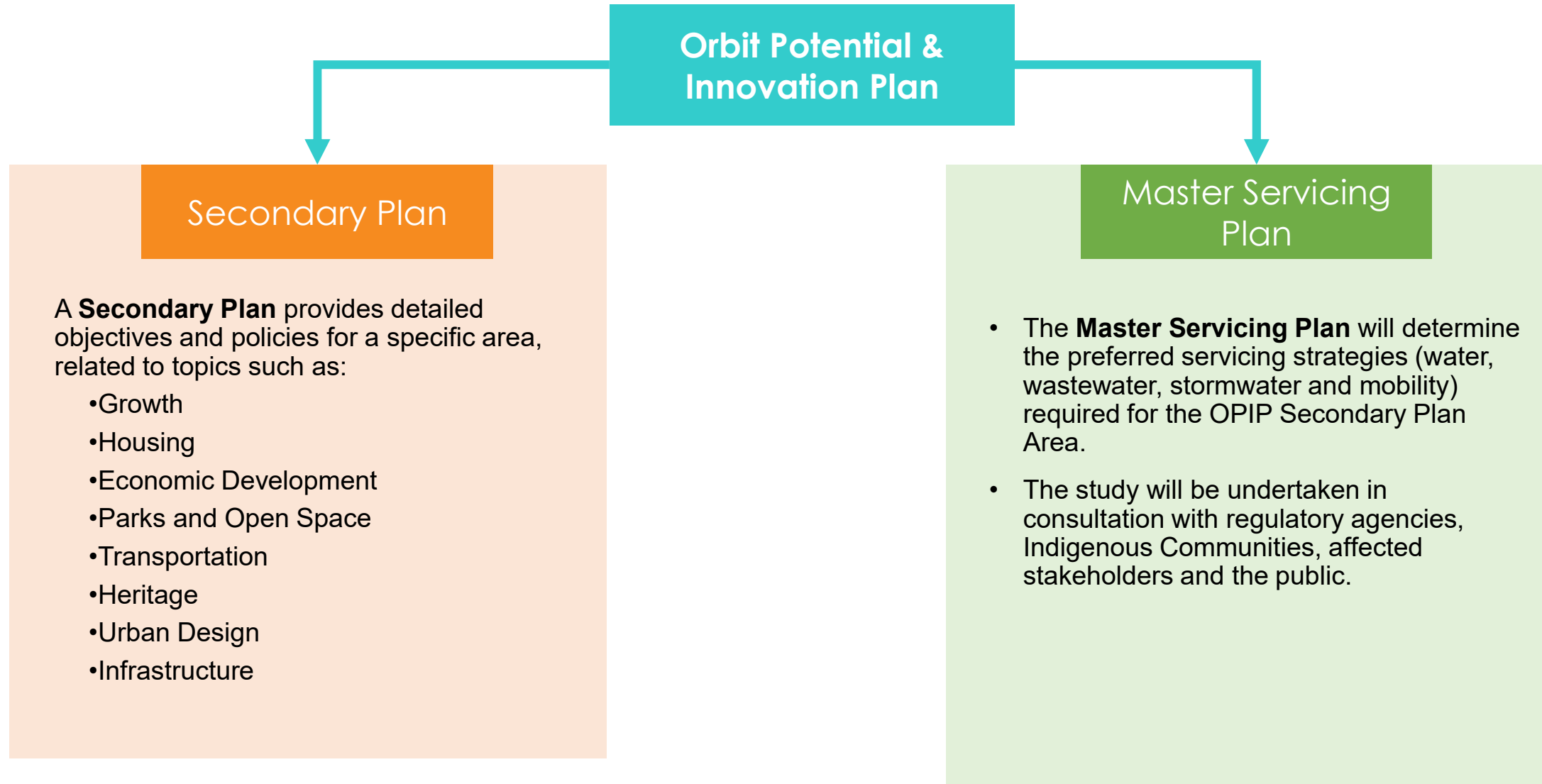
OPIP engagement to date

Activity	Date
Town Staff Workshop	April 19, 2022
Developer/owner follow-up	April 21, 2022
Town Staff Report with OPIP update	April 27, 2022
Orbit webpage update	May 26, 2022
Notice of Commencement published	May 26 and June 26, 2022
OPIP – Landowner virtual meeting	June 14, 2022
OPIP – YouthConnex meeting	June 15, 2022



Site Parameters and Initial Population Estimates

What is the OPIP?



What is a Secondary Plan?

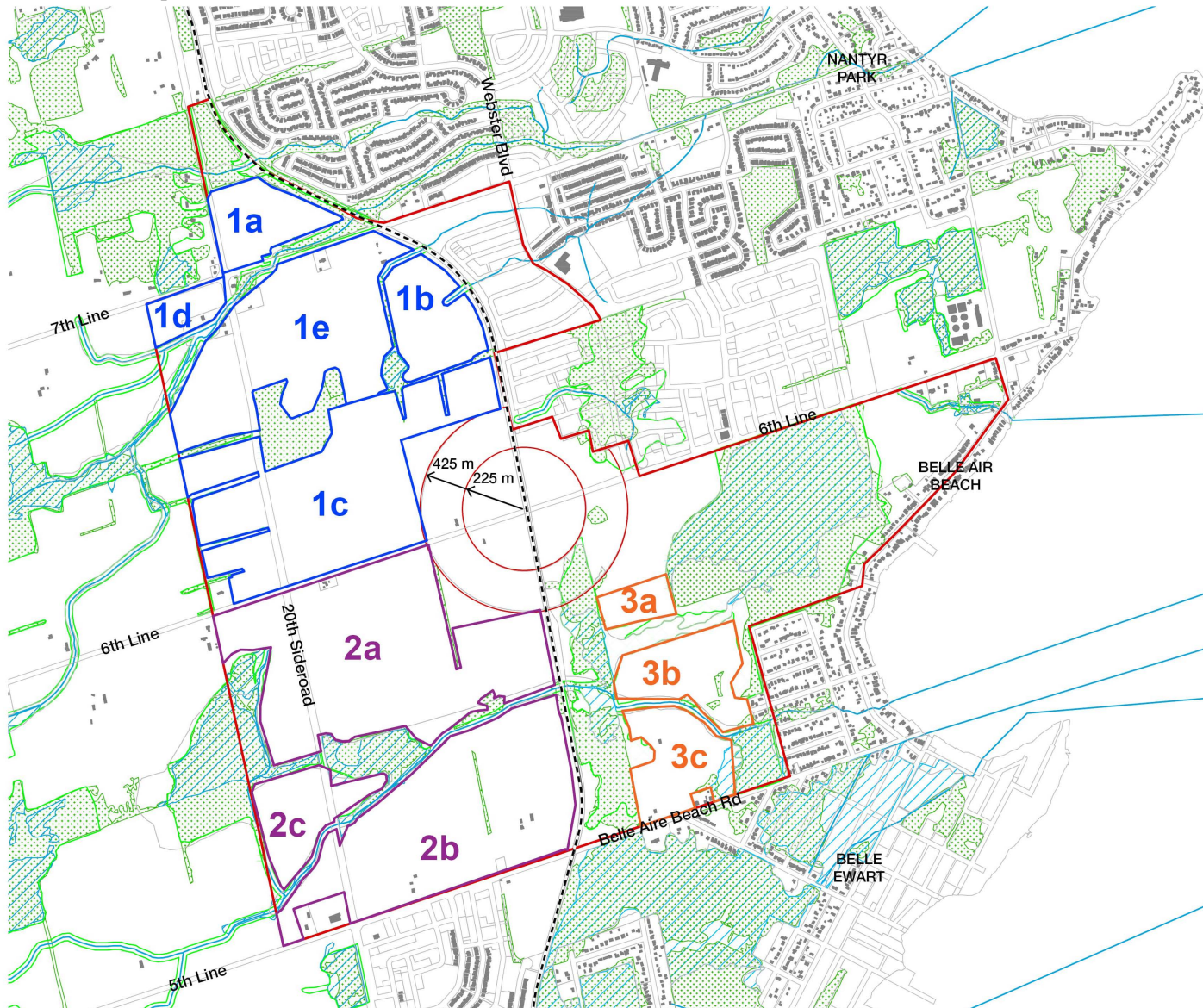
A **Secondary Plan** provides detailed objectives and policies for a specific area, related to topics such as:

- Growth
- Housing
- Economic Development
- Parks and Open Space
- Transportation
- Heritage
- Urban Design
- Infrastructure



Site Parameters

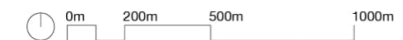
Developable Zones



Key

- DEVELOPMENT ZONE 1
- DEVELOPMENT ZONE 2
- DEVELOPMENT ZONE 3

- WATERCOURSES
- ▨ NATURAL ENVIRONMENTAL AREAS
- ▨ OFFICIAL PLAN NATURAL HERITAGE SYSTEM
- ▨ PROVINCIALY SIGNIFICANT WETLANDS
- ▨ UNEVALUATED WETLANDS
- ▨ WOODLANDS



Planning Policy

Population estimates by area

- Minimum densities from MZO correspond to minimum populations for TOC 1, 2 and 3
- Realized populations will depend on site constraints, market demand and planning policies, among other factors



Master Servicing Plan

Documenting Existing Conditions

- Natural Environment Report
- Cultural Heritage Report
- Stage 1 Archaeological Assessment

AM¹

Technical Studies

Water / Wastewater Master Plan

Stormwater Management Plan

Transportation Master Plan

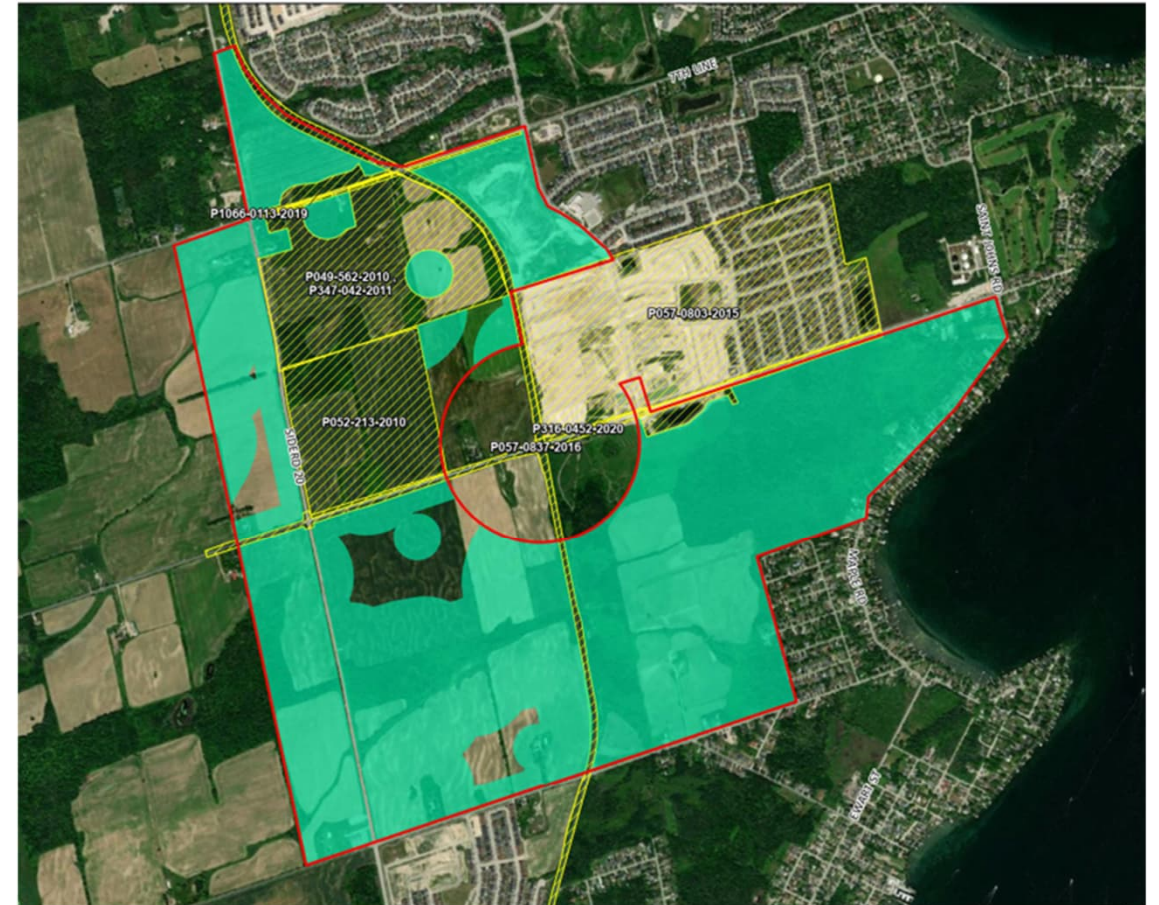
Existing Conditions – Archaeological Conditions

Existing Conditions

- County of Simcoe Archaeological Management Plan has identified the majority of the Study Area as exhibiting archaeological potential
- ~74% of the Study Area, requires further (Stage 3) Archaeological Assessment due to the potential presence of Indigenous and/or Euro-Canadian resources
- Sites have been previously documented and identified as meeting the provincial criteria for cultural heritage value or interest

Recommendations

- Pedestrian surveys will be required on all active or former agricultural lands within the Study Area, and test pit surveys will be required on woodlots
- Any lands within the Study Area that have not been previously assessed will require a Stage 1 Archaeological Assessment



Existing Conditions – Cultural Heritage Report

Existing Conditions

- Five (5) known Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) were identified within the Study Area
- Two (2) are designated under Part IV of the *Ontario Heritage Act*, and three (3) are listed on the Municipal Heritage Register



BHR1 (top left) and BH4 (top right) – Part IV of *Ontario Heritage Act*



CHL5 (top left), BHR5 (top right), and BHR2 (bottom right) – Innisfil Municipal Heritage Register

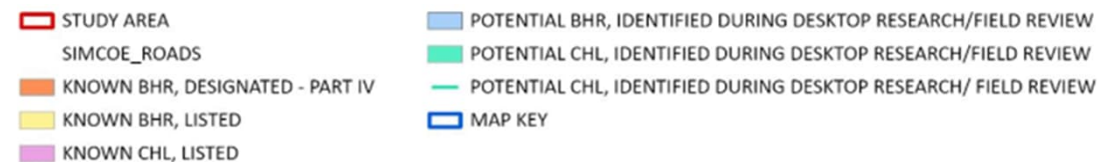
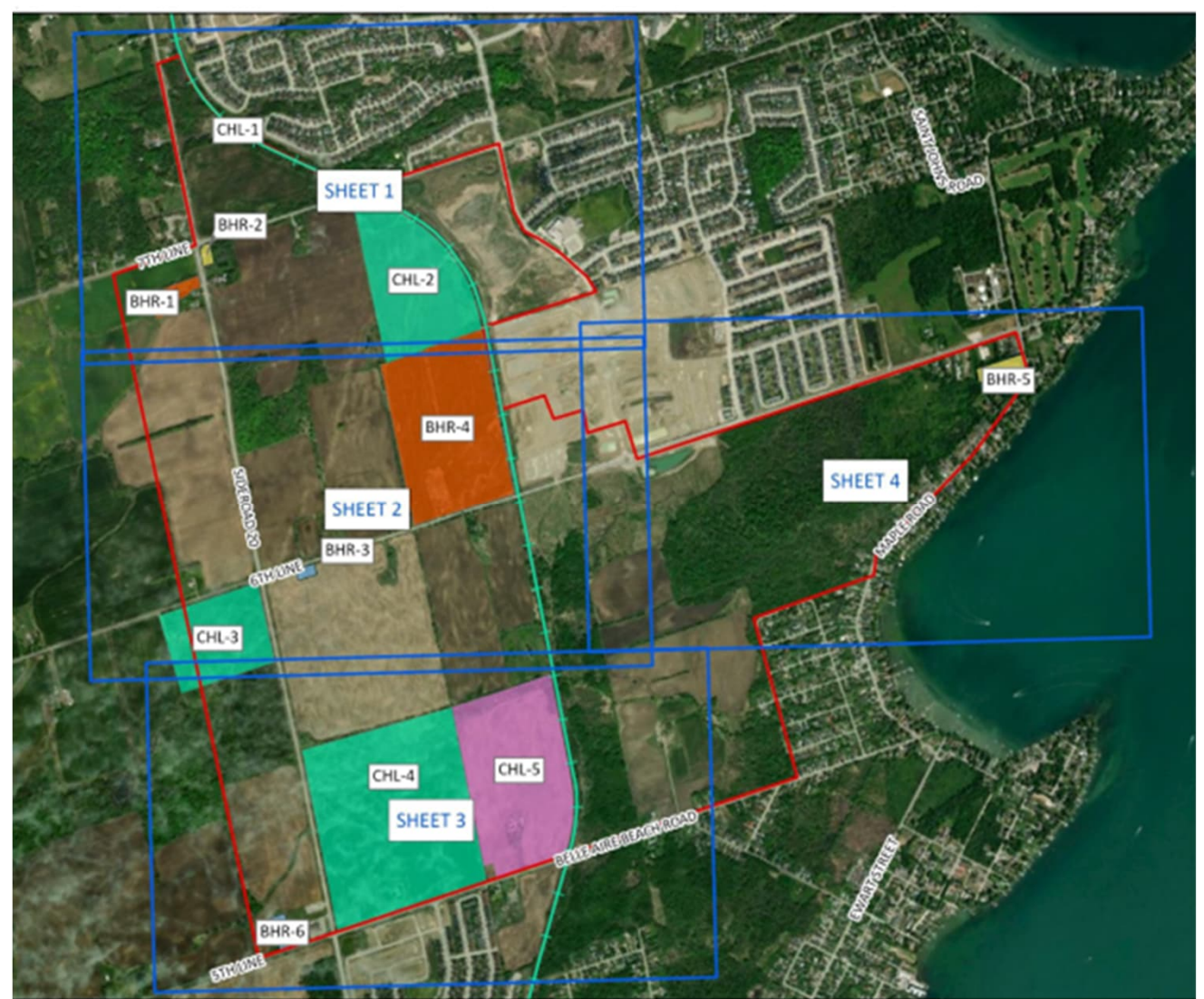


Existing Conditions

Cultural Heritage Report

Recommendations

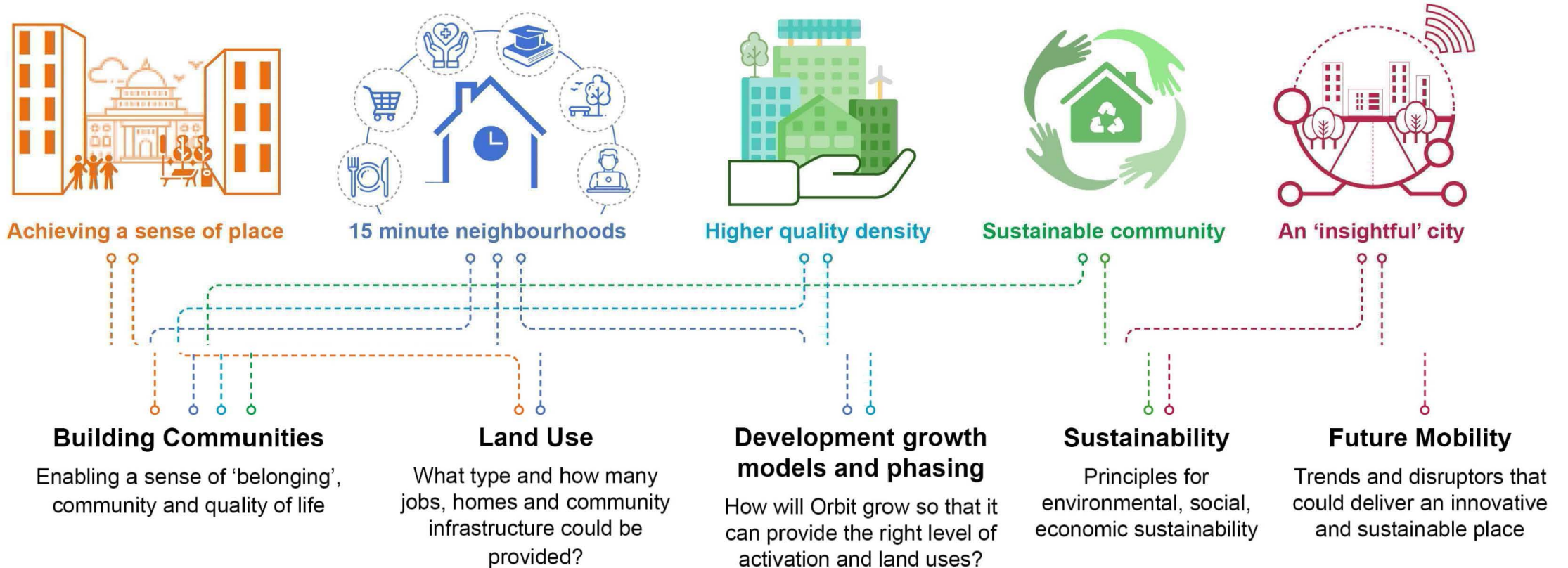
- Six (6) additional potential BHRs and CHLs were identified as part of the assessment
- Cultural Heritage Evaluation Reports should be completed for the six potential BHRs and CHLs identified within the Study Area to determine Cultural Heritage Value or Interest
- Three CHLs have been recommended for inclusion in the Town of Innisfil's Municipal Heritage Register
- Land use development in the Study Area should account for conservation of the identified BHRs and CHLs, such as through policies



Implementing the Vision

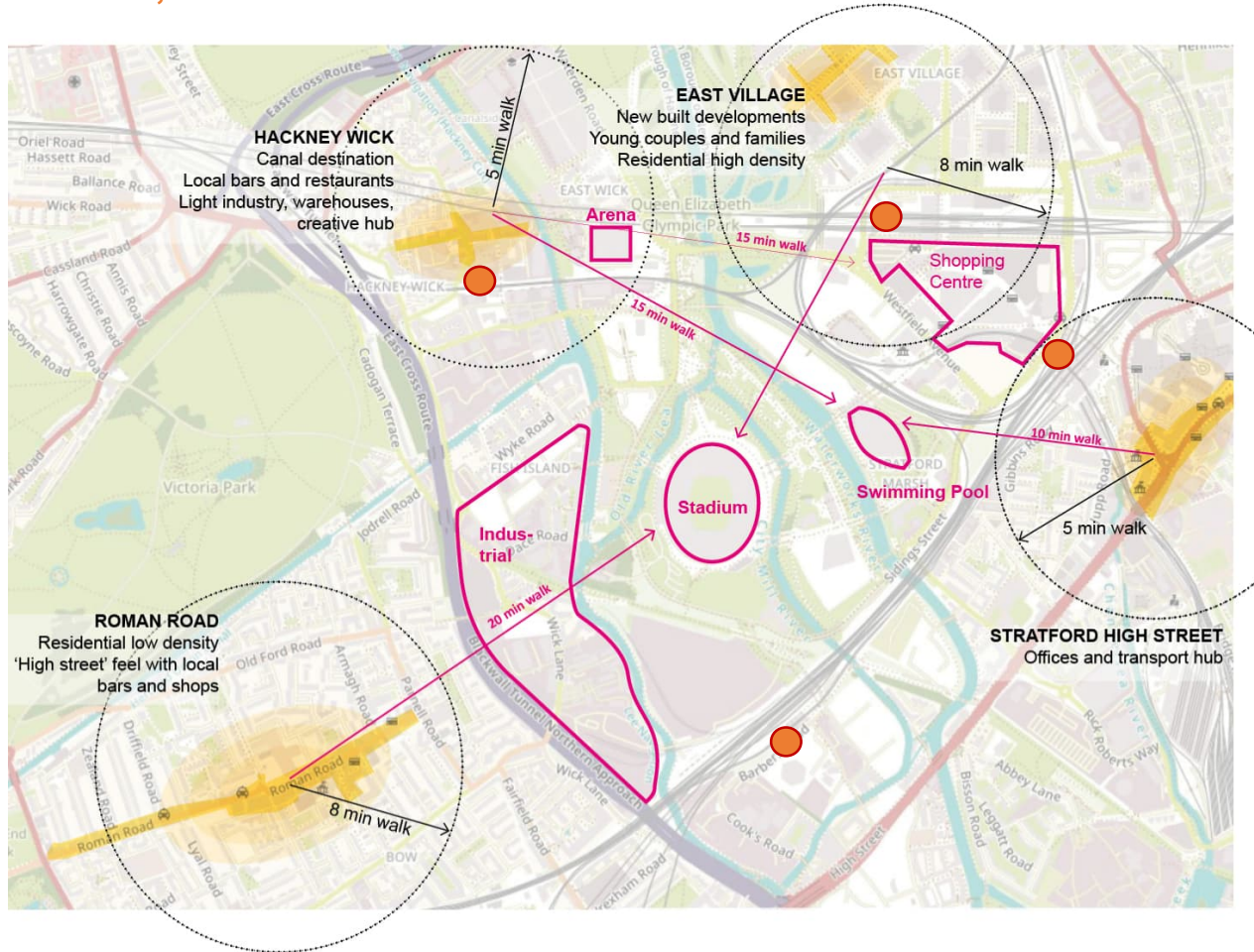
Key Concepts

Implementing the Vision



Building Communities

Districts, character and local centers



Major challenge for new developments: *achieving a sense of place and community.*

How do we provide variety and diversity in urban space to activate the streetscape and attract diverse users and communities?

A greater variety of public spaces and characters could be provided at Orbit - for communities to build upon

Orbit could offer different districts and characters: each district could provide primary facilities to its neighborhood, as well as having its own vocation, so that residents and visitors can move within each area and enjoy a great and diverse offer of public spaces and uses.

Land Use

Homes: ensuring an inclusive mix

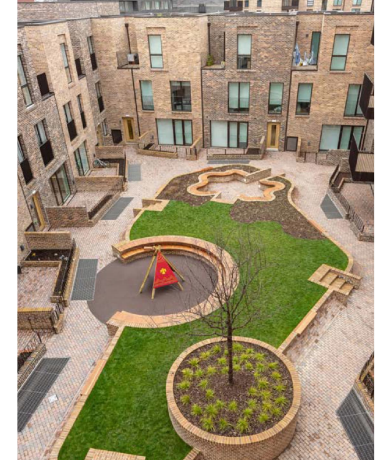
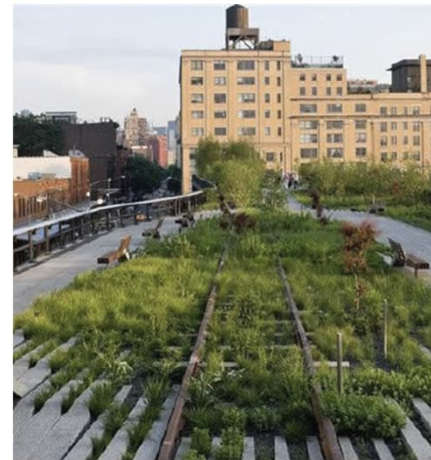
- Attracting young people and diversifying age group
- Ensuring mix of individuals and families from all socio-economic backgrounds

Jobs: economic growth and activation

- Inclusive employment target numbers to be in the range of 2:1(MN) to 5:1(Draft MZO) residents : jobs

Community infrastructure

- Providing services to local community (Local medical practice, pre-school, elementary school, local shops, community centers)
- Creating a dynamic center for residents and visitors (destinations and attractors, public and open green space)



Future Mobility

ORBIT and the Car

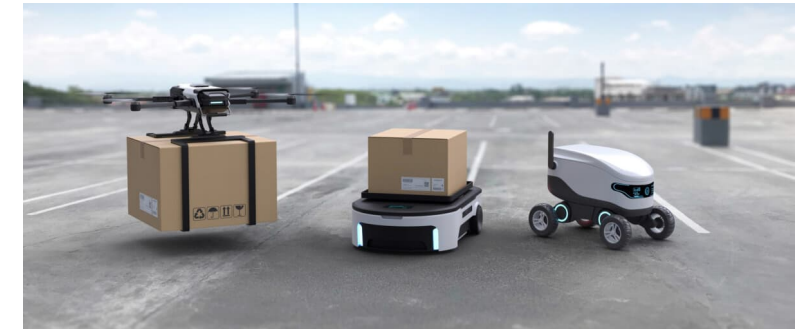
Options...

ORBIT's built form could aim to accommodate:

- 1) No privately-held vehicles
- 2) Single-vehicle households
- 3) Traditional multi-vehicle households
- 4) A combination of these

...that lead to possible outcomes

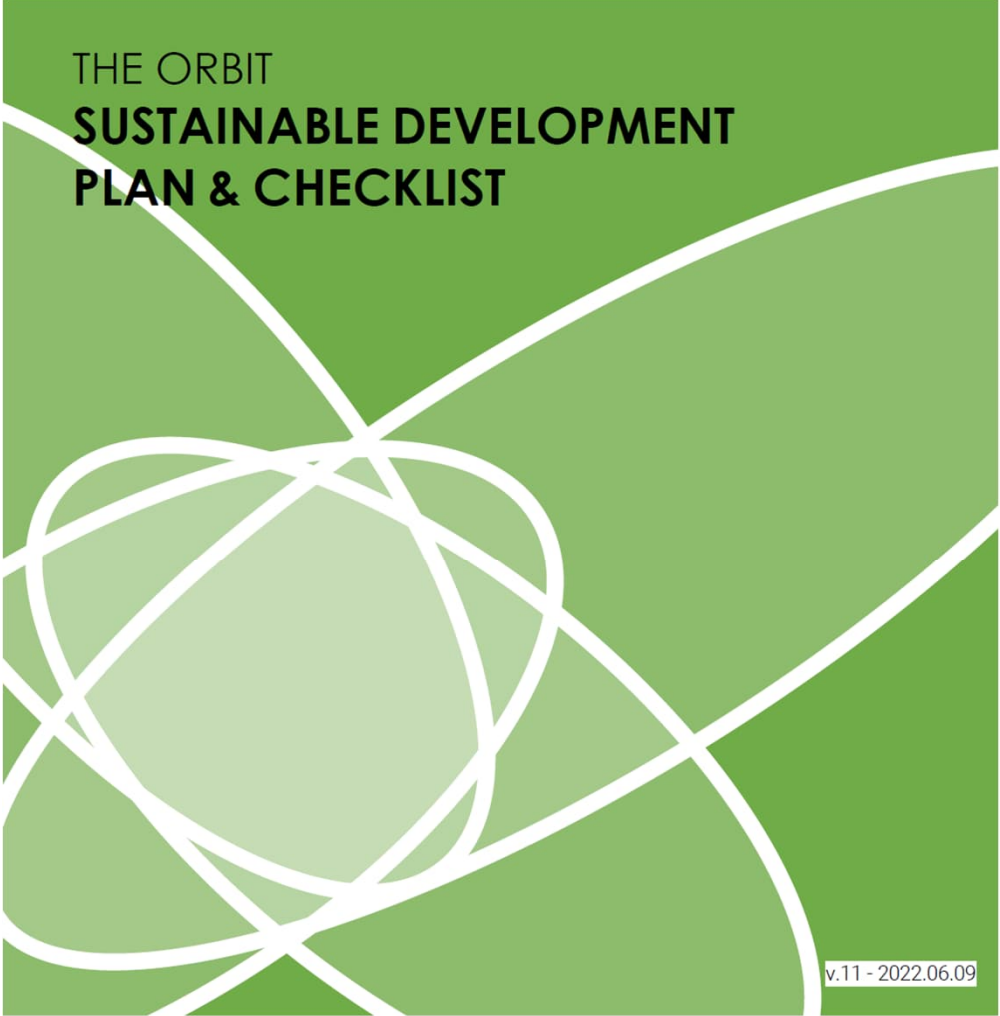
- Ubiquitous, high-quality, wide, pedestrian pathways and linear parks
- Streets carefully segregated to allow pedestrians, bikes, and cars their own travel lanes
- Access roads for automobiles, but designed for Vision Zero



Possible Orbit Futures

1. **Business as usual:** most people drive everywhere
2. **Micro-mobility:** most Orbit trips that don't use GO are local, and are taken on foot, by bike, or by e-scooter
3. **Automated driving:** "robot" taxis or minibuses are plentiful, and most people use these to get around
4. **Mobility as a service:** residents travel by hired vehicle (transit, carshare, bikeshare, etc.)

Implementing Sustainability Principles



Design Development (Soliciting Feedback)

Open Space Enabling and 'Attractor' City components

Start with the park

Creating sustainable urban green spaces in areas of housing growth and renewal

cabe
space

'Open Space' Functionality

1. Civic City Park
 2. Urban Centre Movement corridor
 3. Productive landscape
 4. Leisure/Sport/Cultural outdoor events
 5. Local outdoor space
 6. Nature Reserve
- etc

'Enabling' Infrastructure

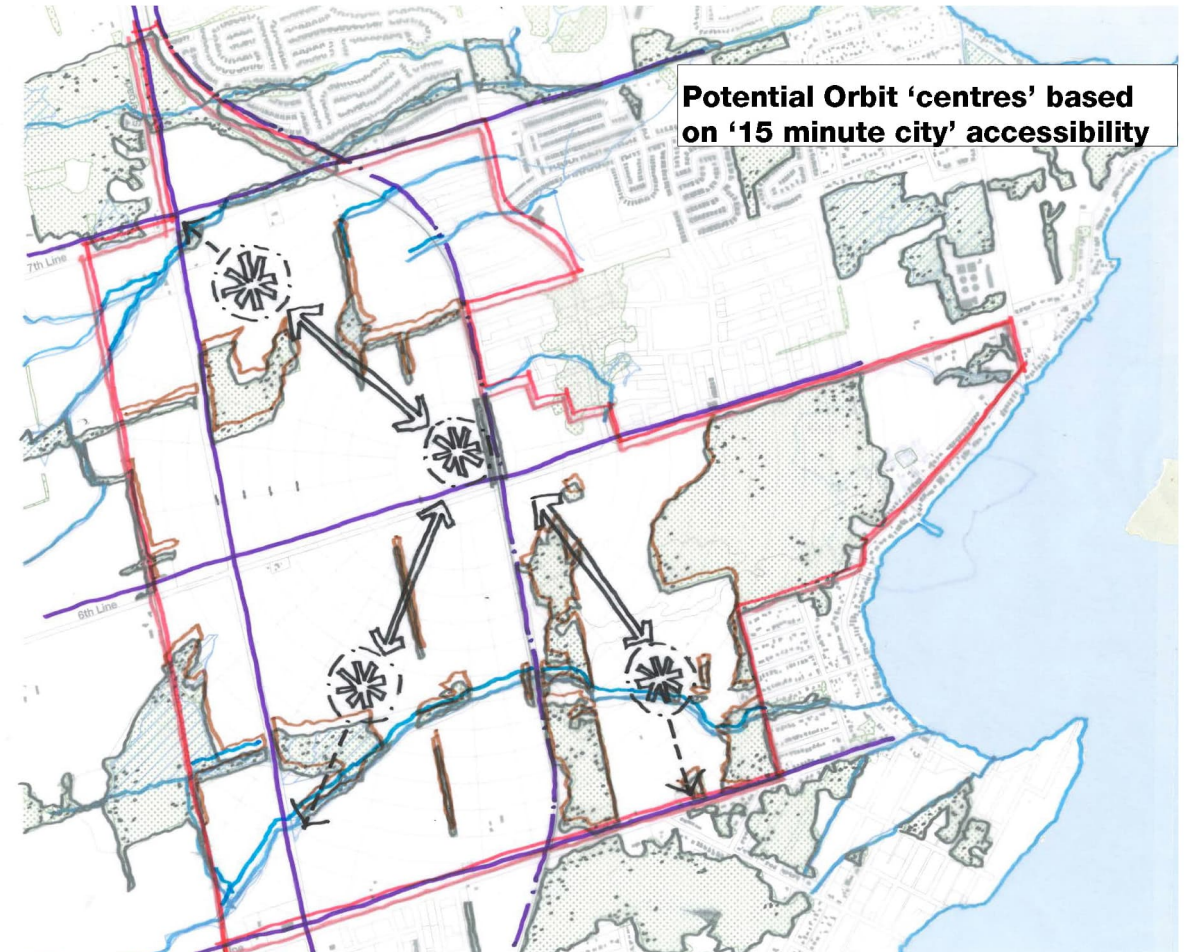
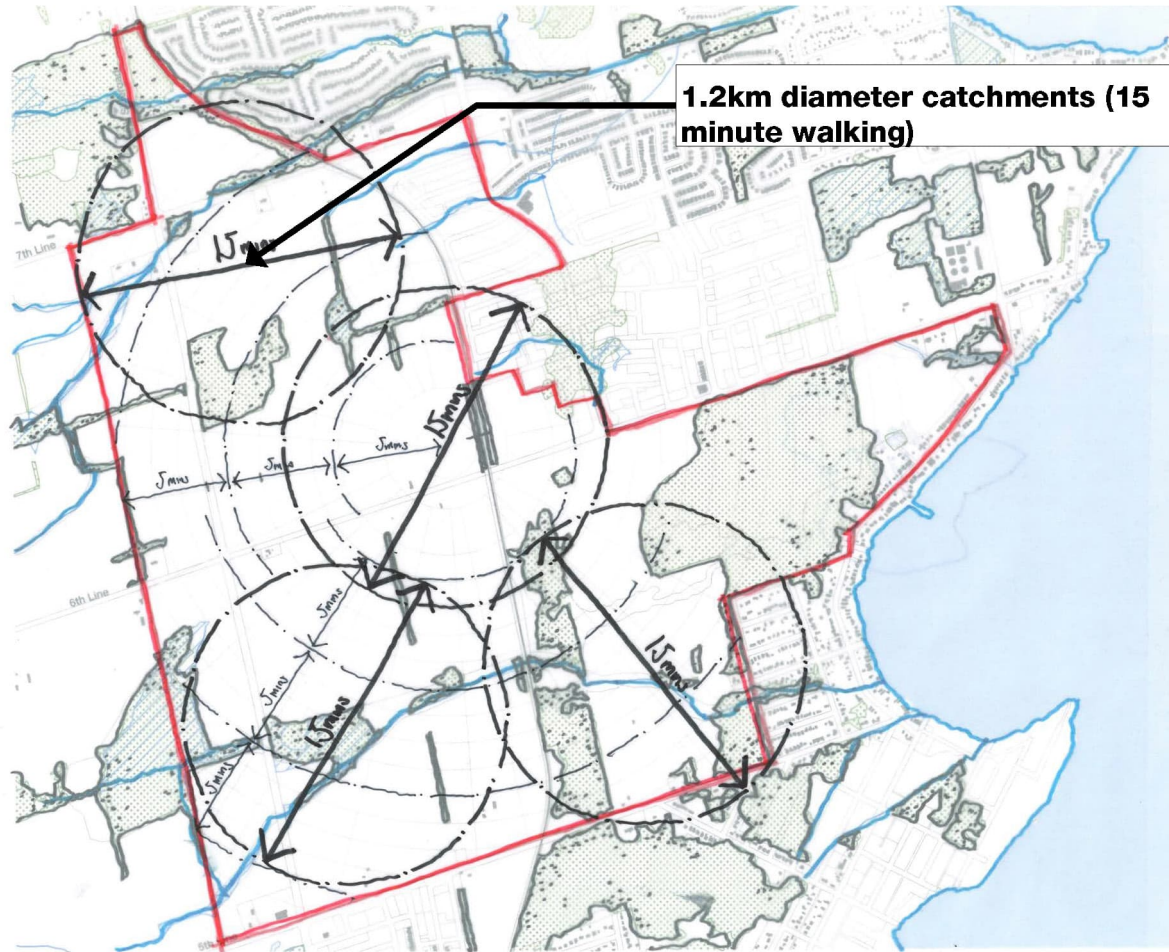
'Attractor' Functionality

Additionality to 'Social Infrastructure'
eg. Regional opera, theatre, art galley etc

'Catalyst or Phased' City Component



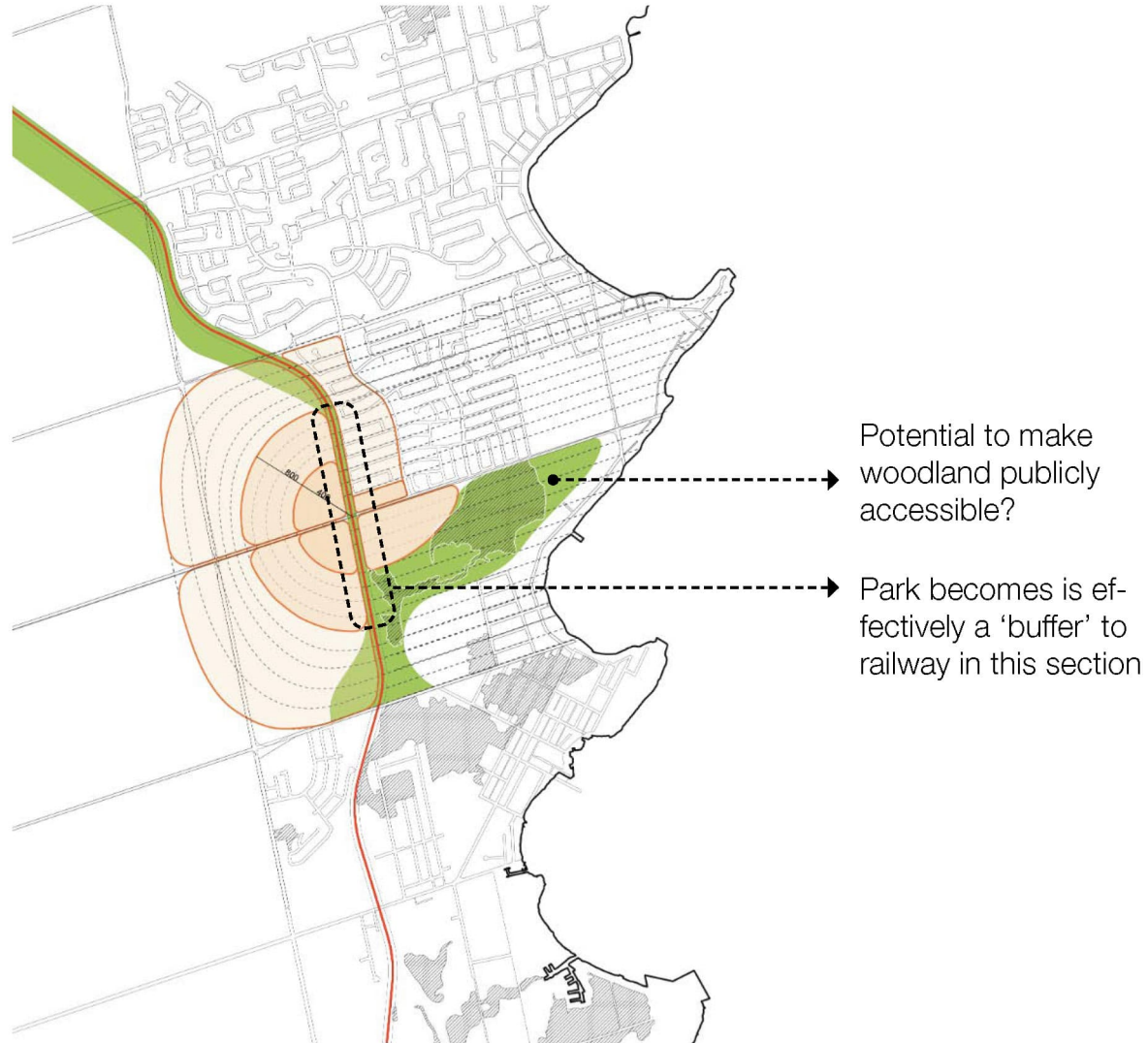
15 minute walking 'cities'



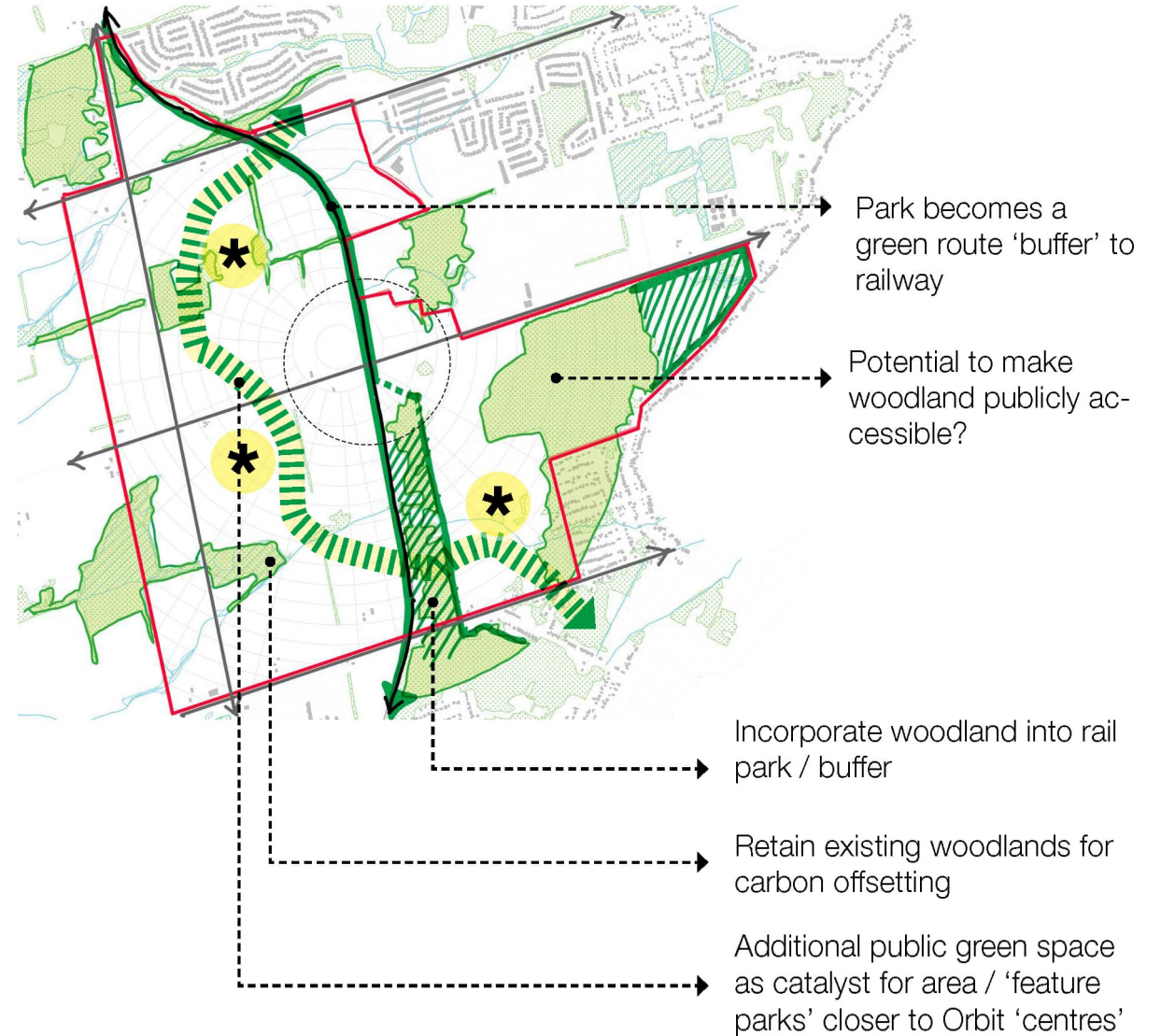
Note: the polycentric concept is maintained through the satellite 'centres' and land use - not through the base grid

Green infrastructure - Integrating the rail park concept

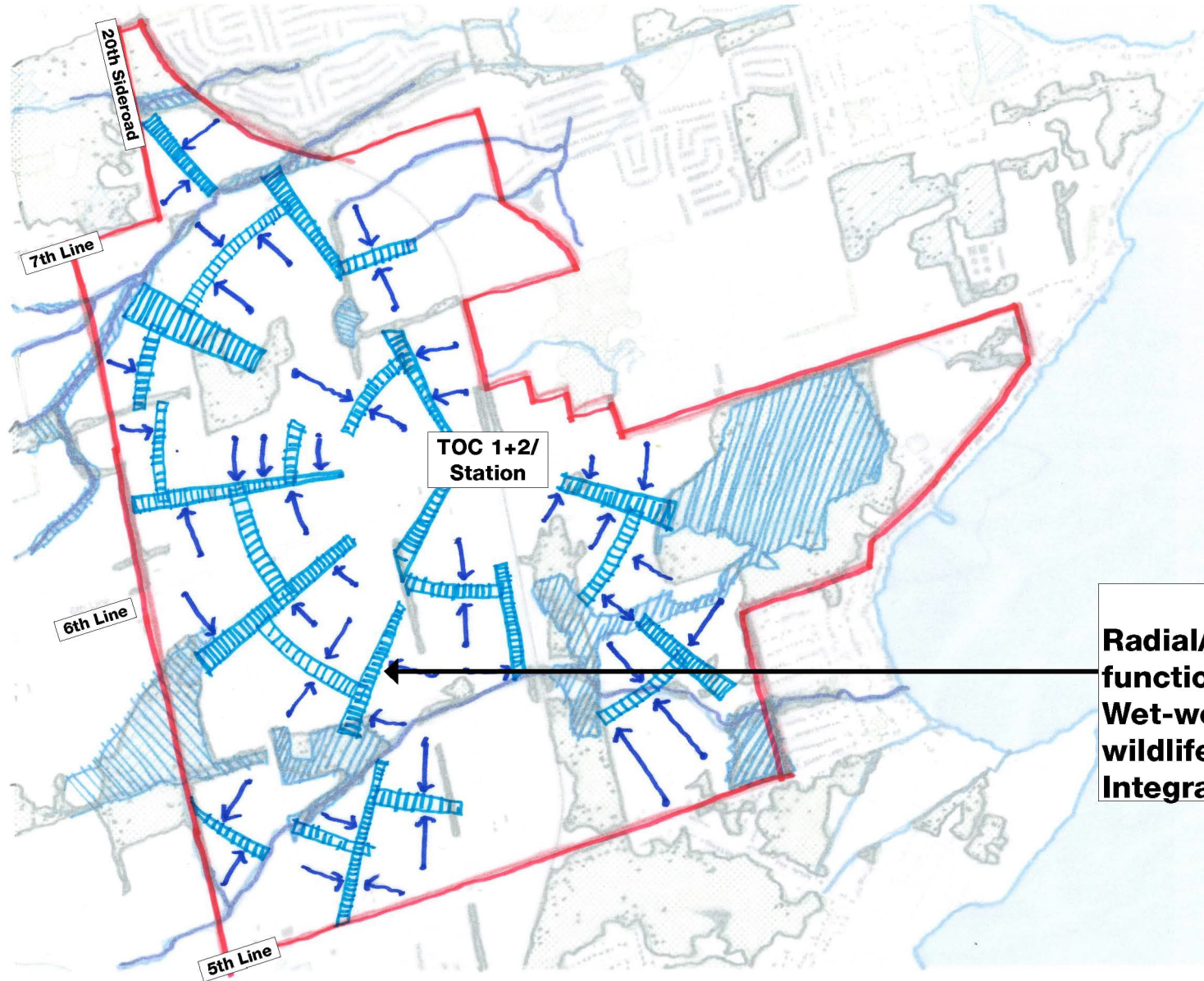
Rail park (Partisan's scheme)



For example...

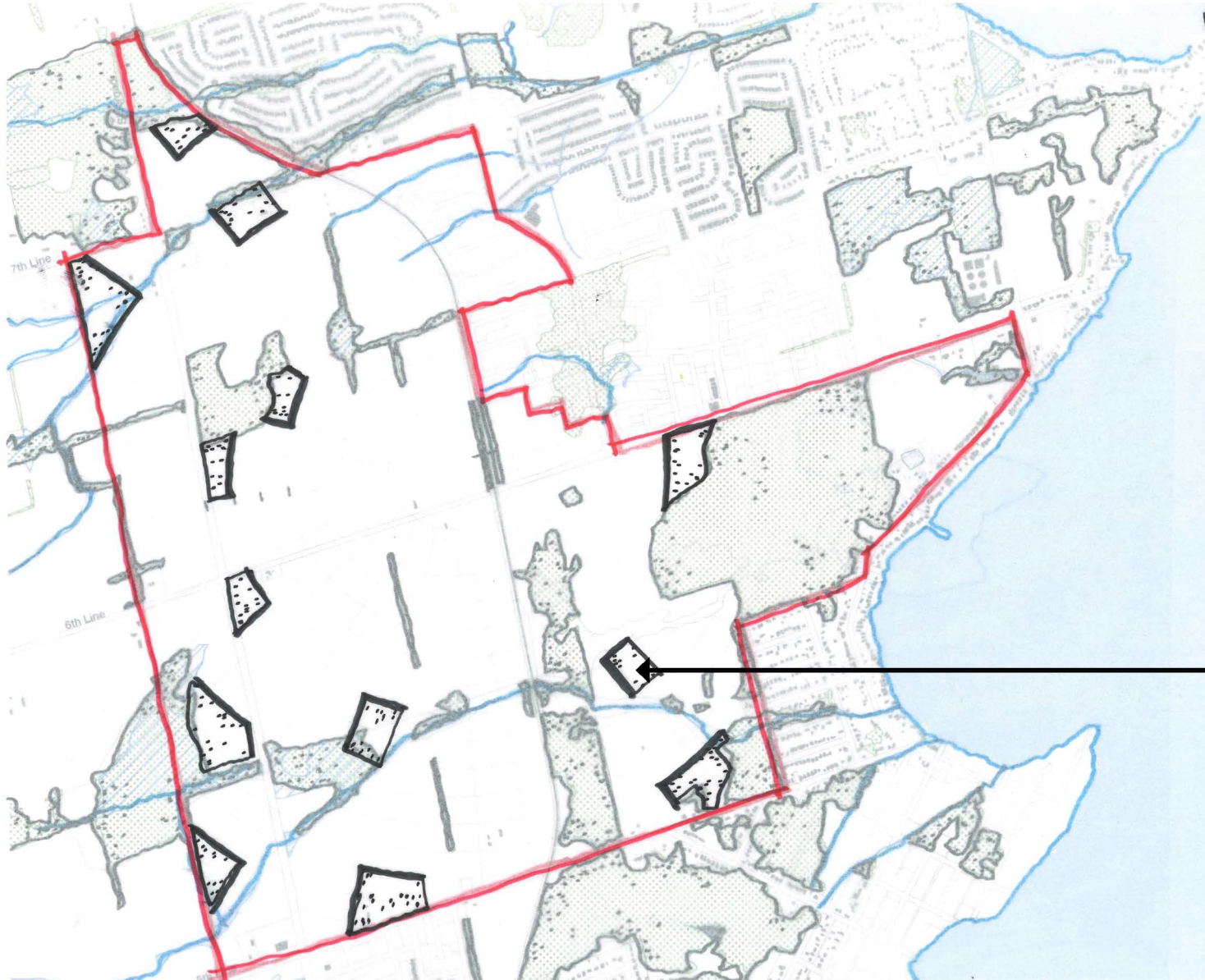


Components - Surface Water Attenuation



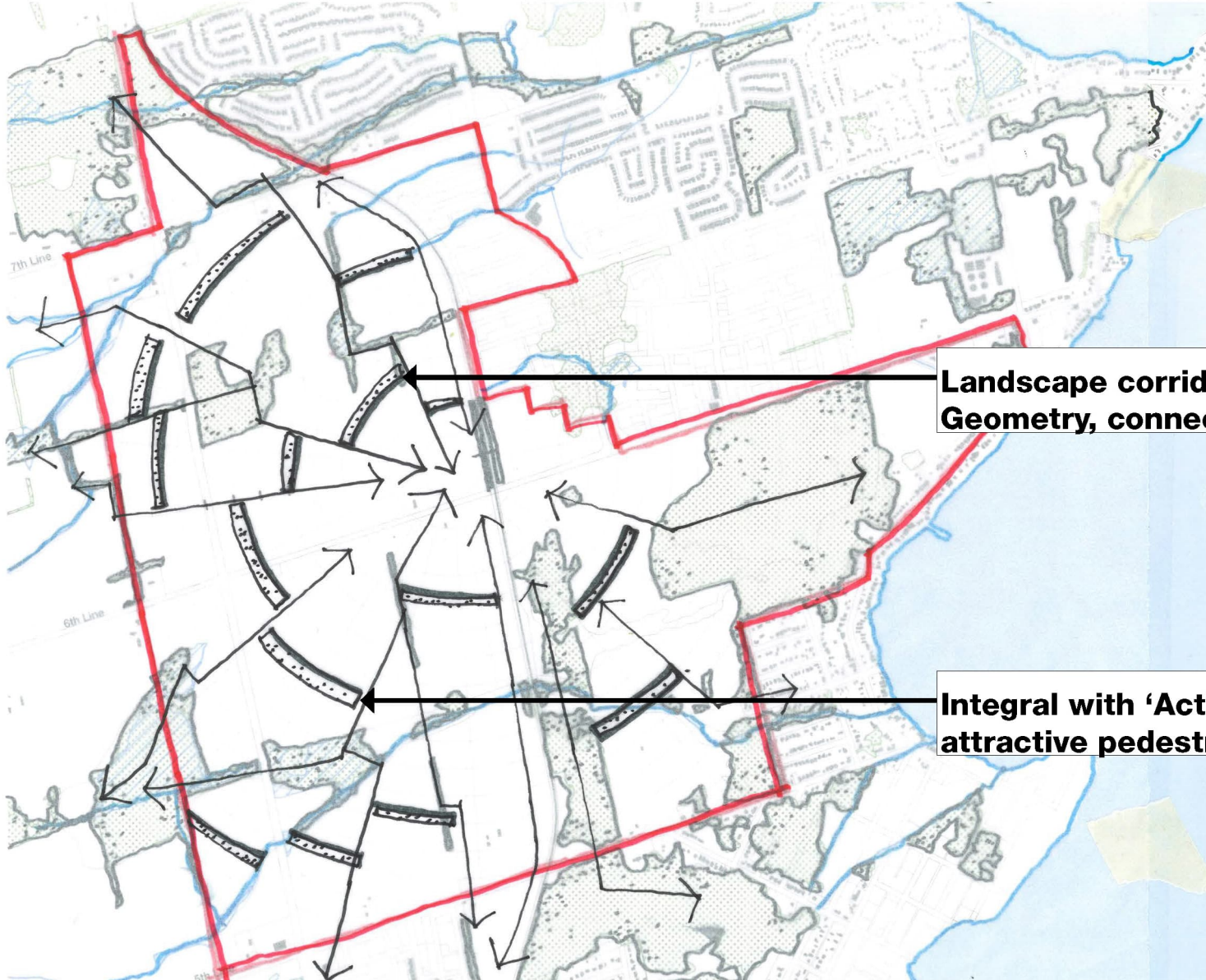
Radial/linear landscape corridors as 'multi-functional' landscape components. Wet-woodland as surface water attenuation; wildlife habitat. Integrate with existing wetland features.

Components - Woodland planting blocks (CO2 offset)



Early-phase block woodland planting as CO2 offset strategy. Integrated with wider landscape corridor scenarios.

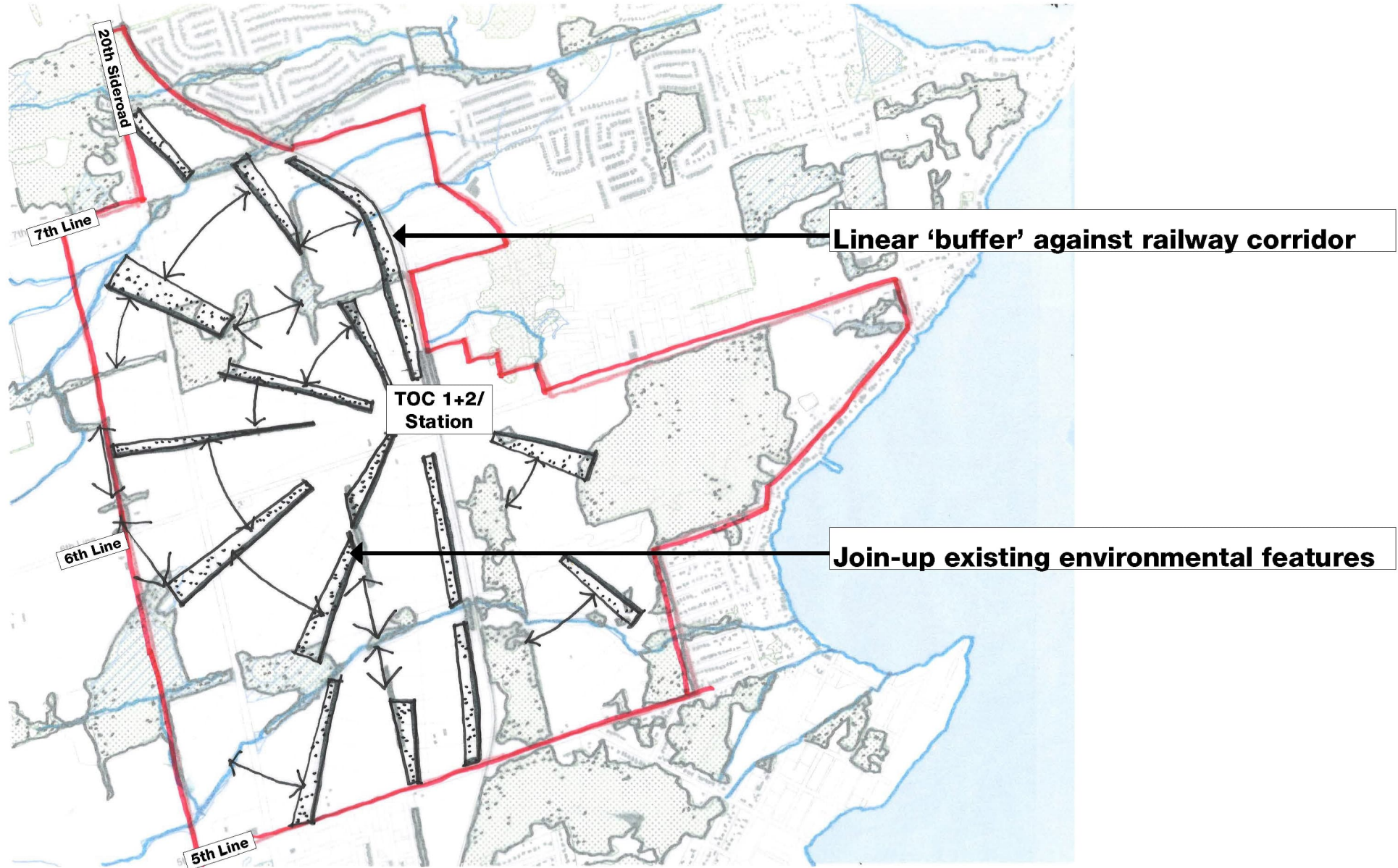
Components - Radial landscape corridors



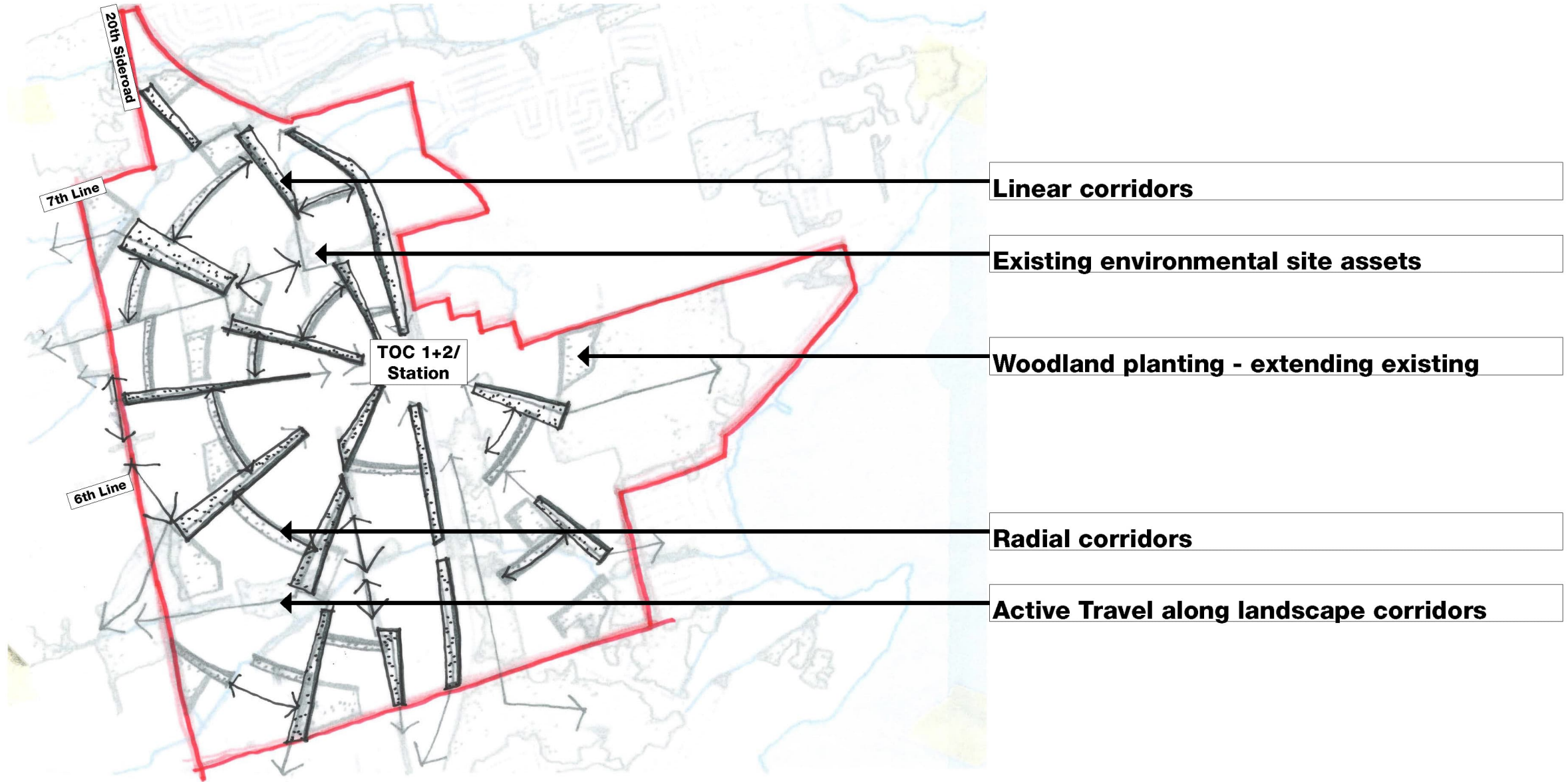
Landscape corridors follow radial Orbit Geometry, connect into linear components

Integral with 'Active Travel' routes as attractive pedestrian/cycle corridors

Components - Arterial landscape corridors

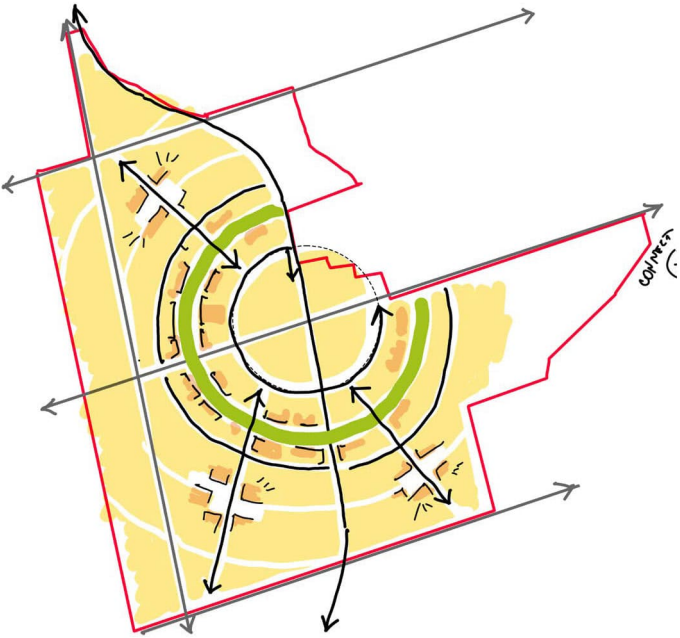
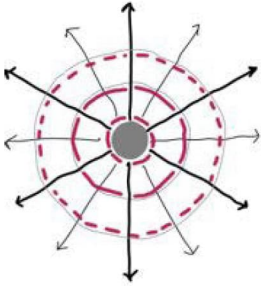


Components - Composite

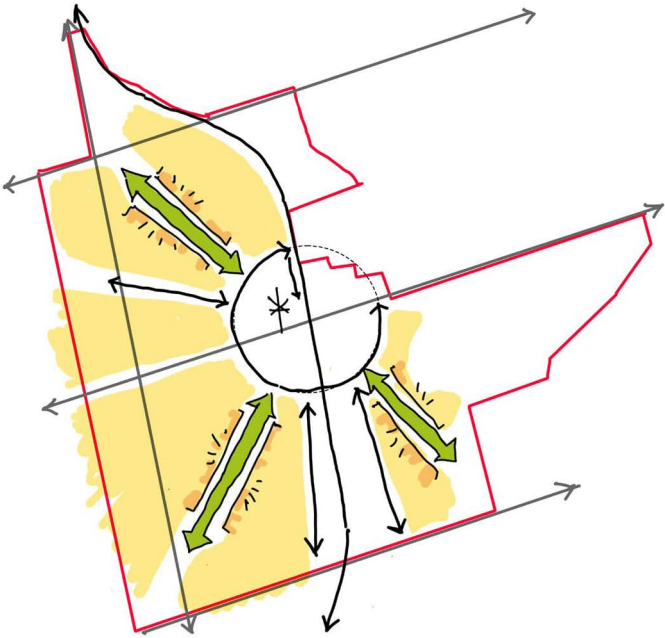
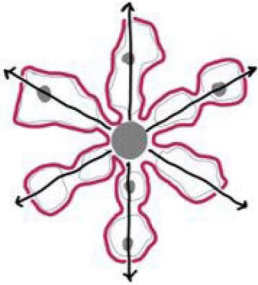


Area organisational models

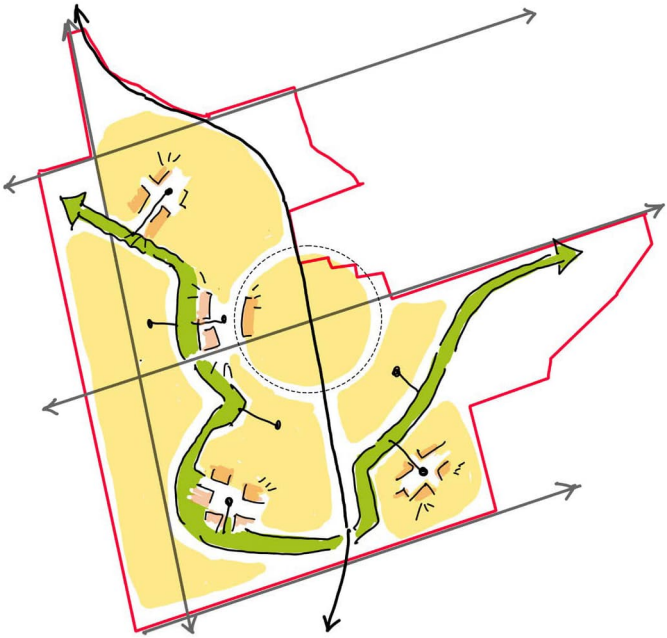
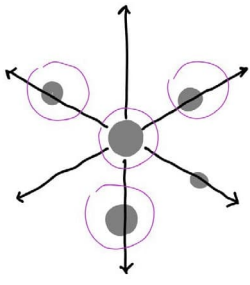
Radial



Arterial

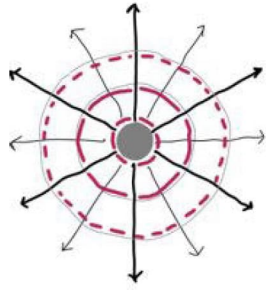


'Dispersed'

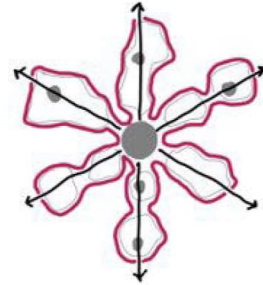


Land use organisational models

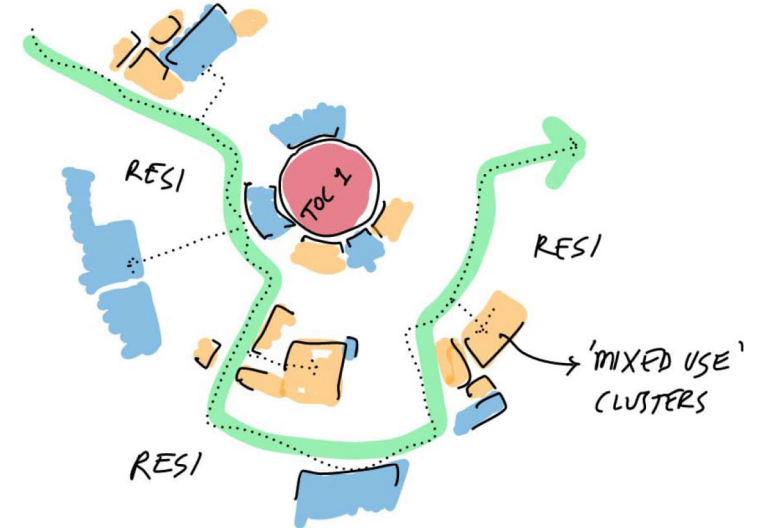
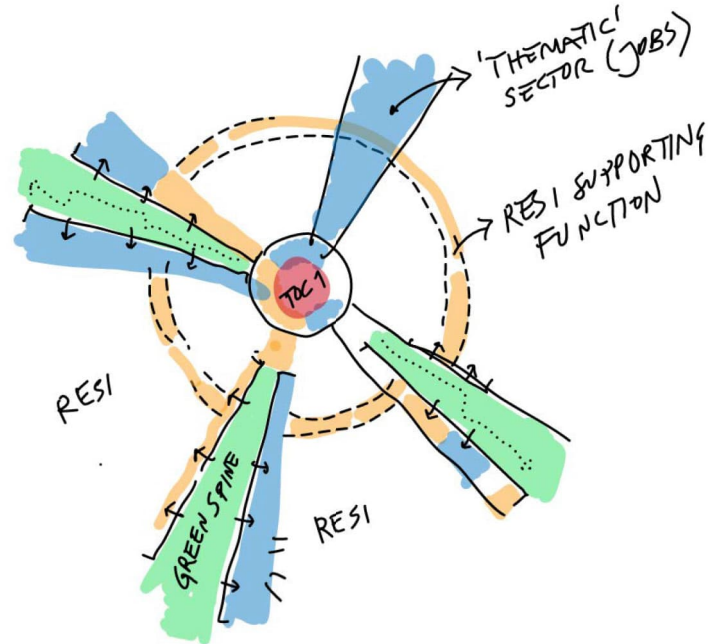
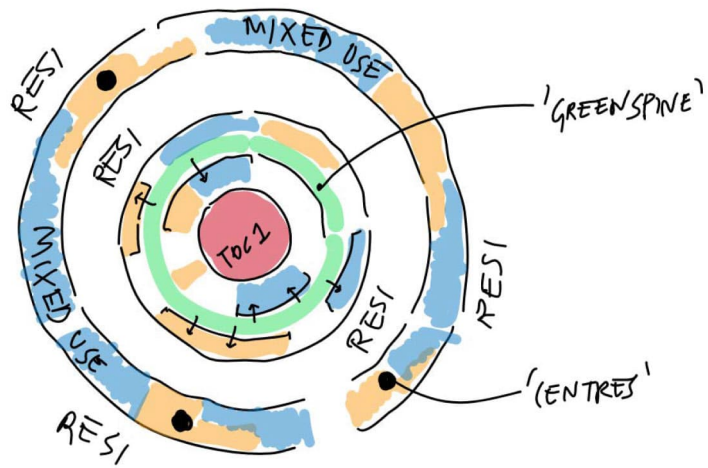
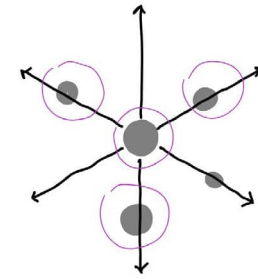
Radial



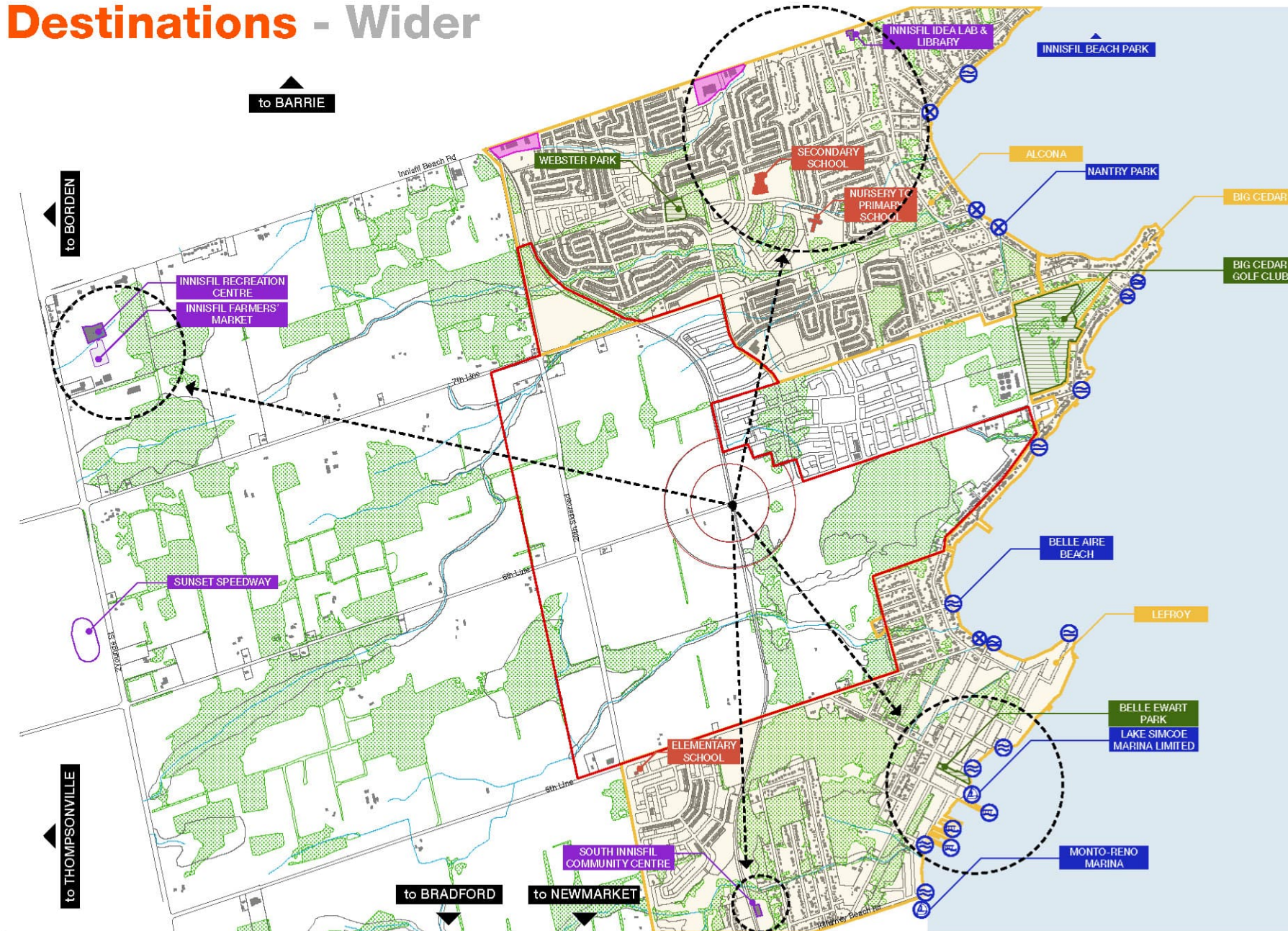
Arterial










'Dispersed'

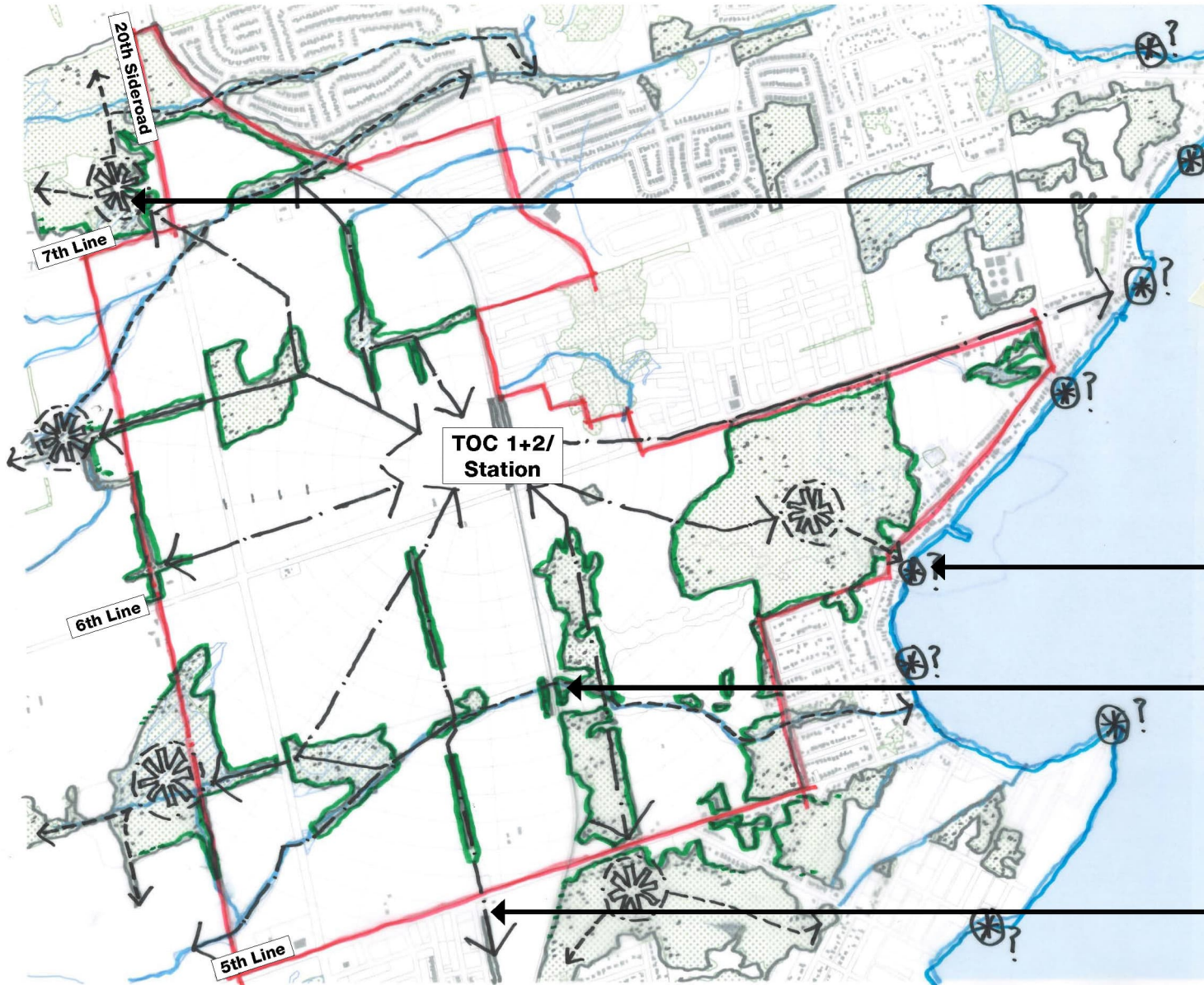


Destinations - Wider



-  Areas of interest
-  Access to the Lake_Interrupted
-  Access to the Lake_No beach
-  Access to the Lake_On a beach
-  Access to the Lake_Pier, Marina
-  Local community
-  Retail area
-  Schools

Destinations - 'Immediate' / Local



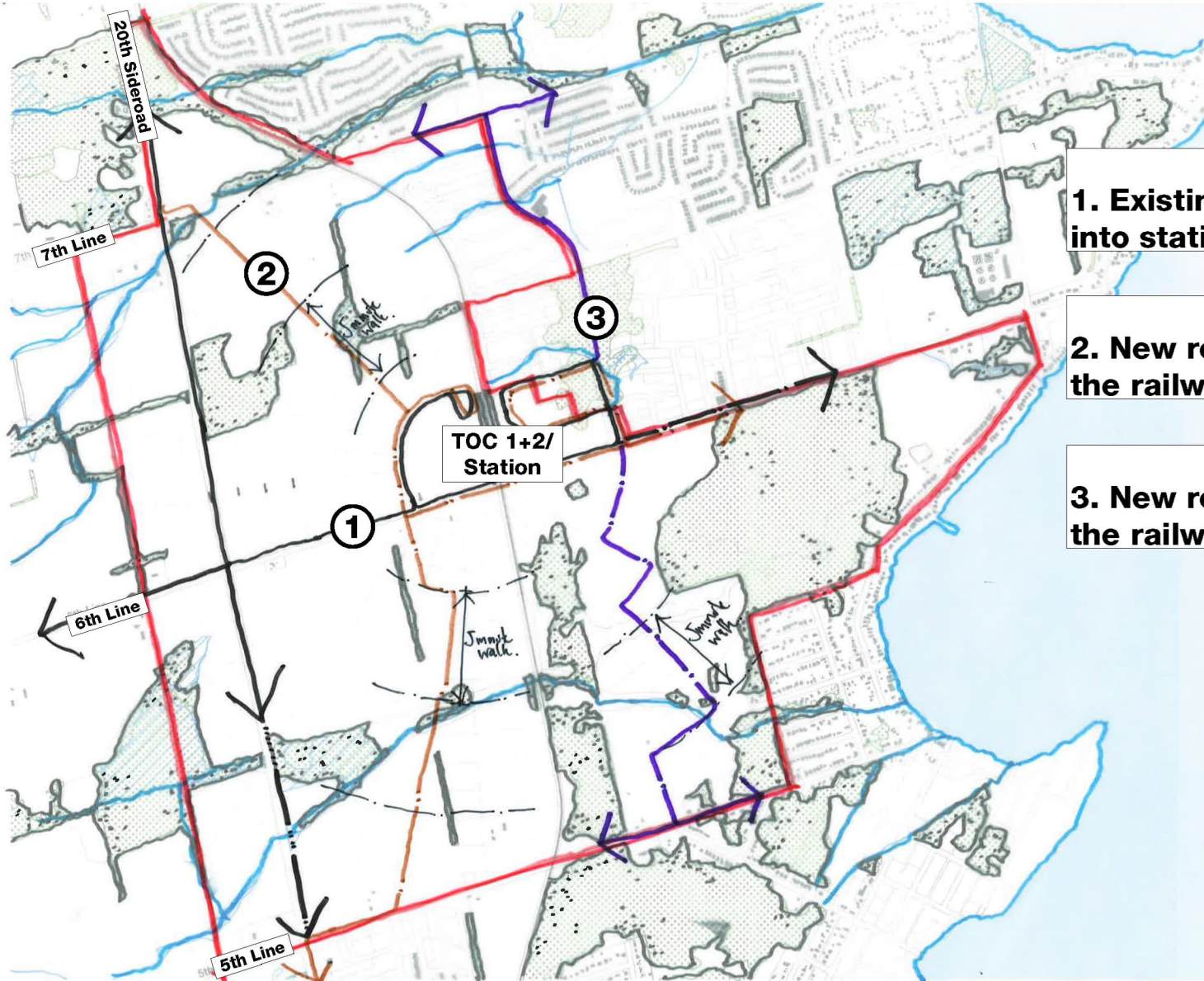
To off-site woodlands (public access ?)

Ped/cycle routes to publicly accessible Lake Simcoe shoreline

Potential definition of new crossing positions over the railway corridor

To neighbouring communities/settlements

Public Transport routing scenarios?



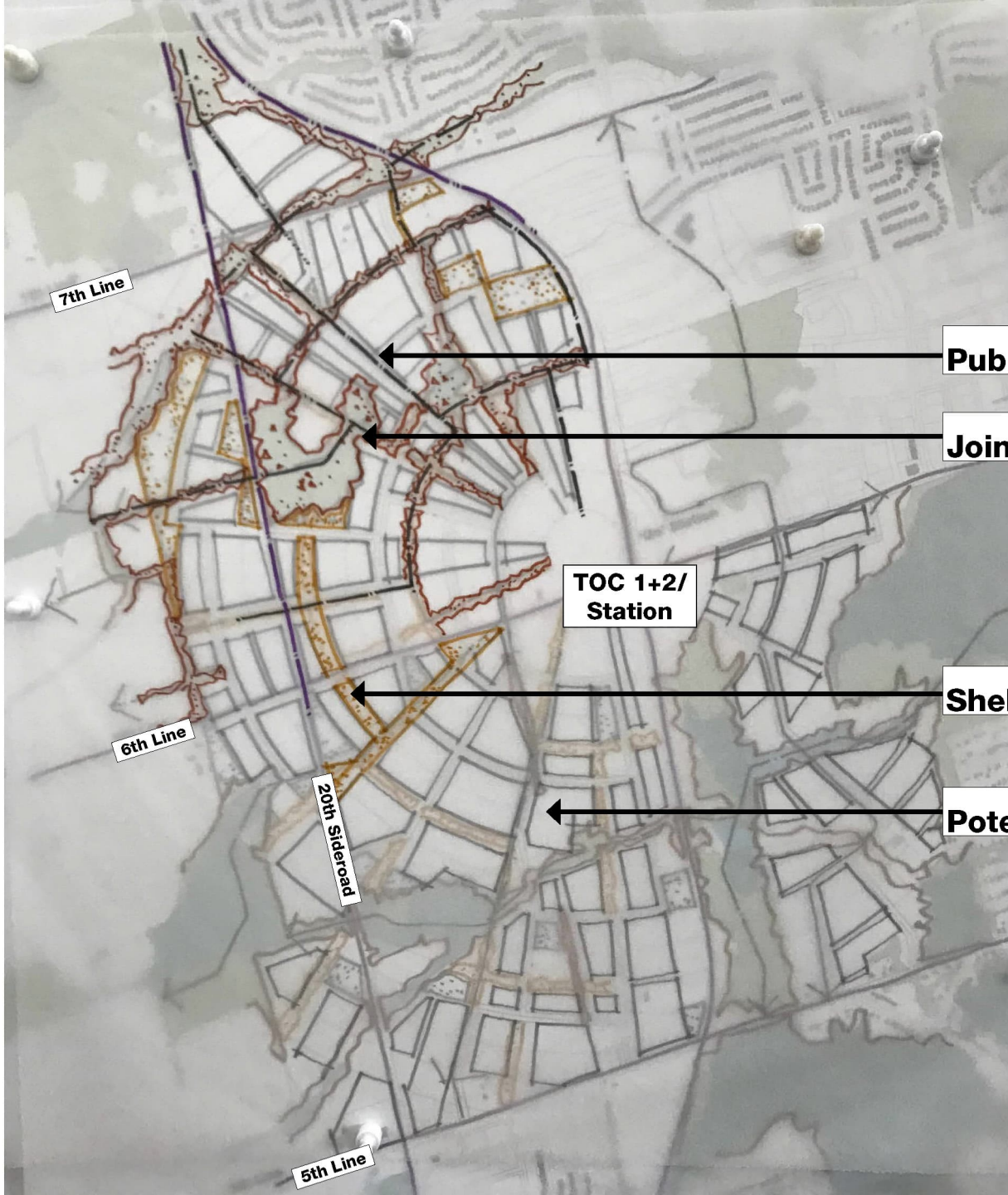
1. Existing 20th Sideroad; 6th Line : Loops into station onward travel connection

2. New route through development west of the railway corridor : Station loops

3. New route through development east of the railway corridor : Station loops

Layout Drivers

Landscape & Movement



Public Transport priority corridors

Joined-up/enhanced existing Environmental Features

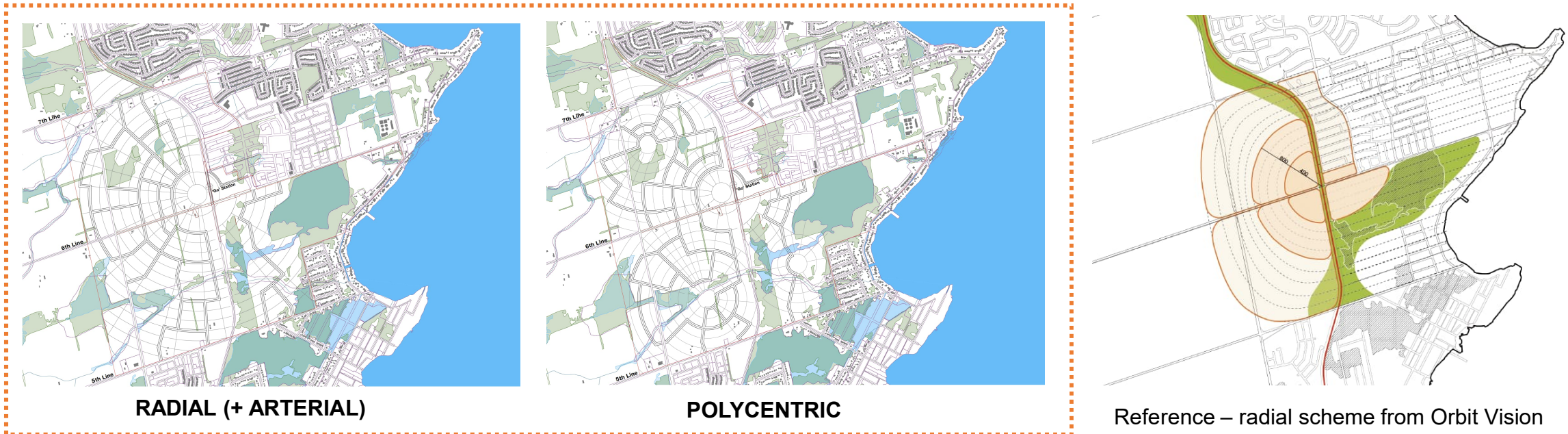
Shelterbelts/Landscape + Wildlife Corridors/Active Travel Routes

Potential development zones

Interactive session

Objectives

- Exploring different organizational models for Orbit around the radial and polycentric concept grids
- Unlocking ideas on the different Orbit 'districts'
- Exploring placemaking opportunities and key uses



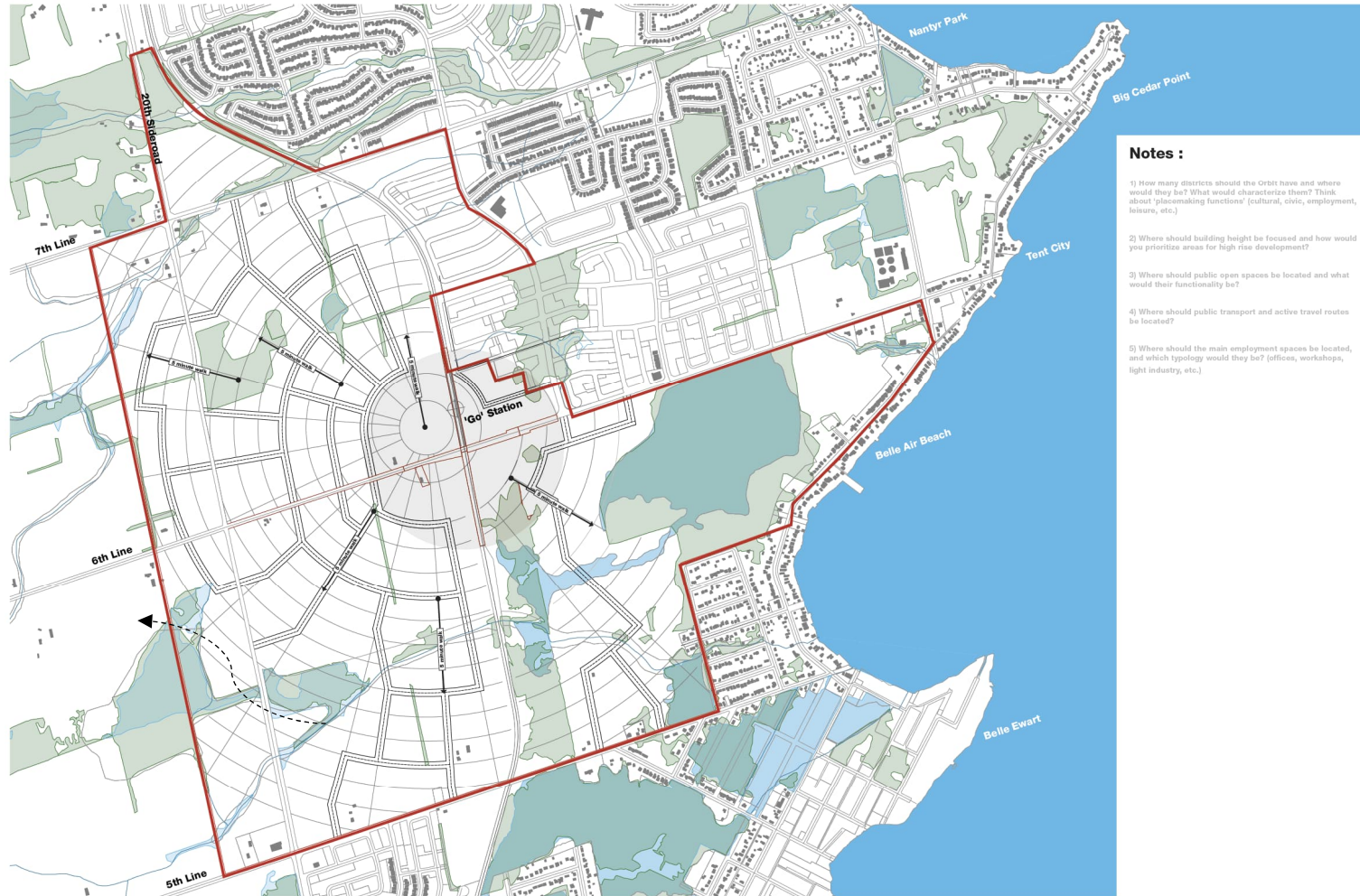
NOTE: the base plans show potential layout diagrams – these are not final layout or proposals but are used for discussion only.

Process

- Each group working on one base model (either radial or polycentric). Group discussion around key questions
- Mark up, annotate and sketch ideas on the boards, using pens, post it notes, cut out cards...
- Designate one person in your group to present back to the audience your ideas
... think about how you can make Orbit an innovative, forward thinking and unique place!



Tools and tasks



- Notes :**
- 1) How many districts should the Orbit have and where would they be? What would characterize them? Think about 'placemaking functions' (cultural, civic, employment, leisure, etc.)
 - 2) Where should building height be focused and how would you prioritize areas for high rise development?
 - 3) Where should public open spaces be located and what would their functionality be?
 - 4) Where should public transport and active travel routes be located?
 - 5) Where should the main employment spaces be located, and which typology would they be? (offices, workshops, light industry, etc.)

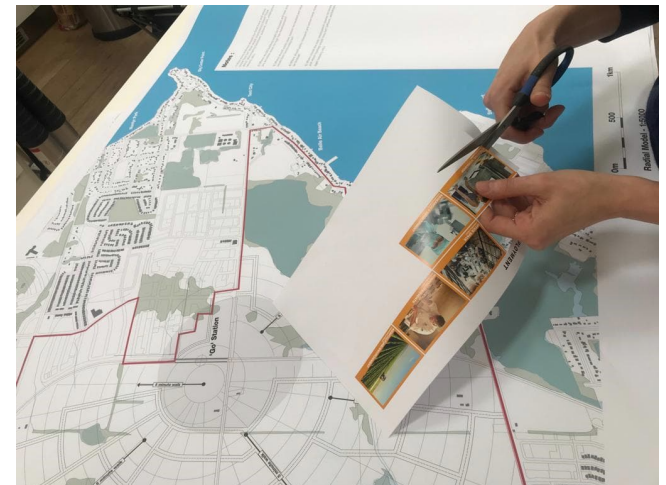


Orbit Potential and Innovation Plan
Innisfil Town Design Workshop April 2022

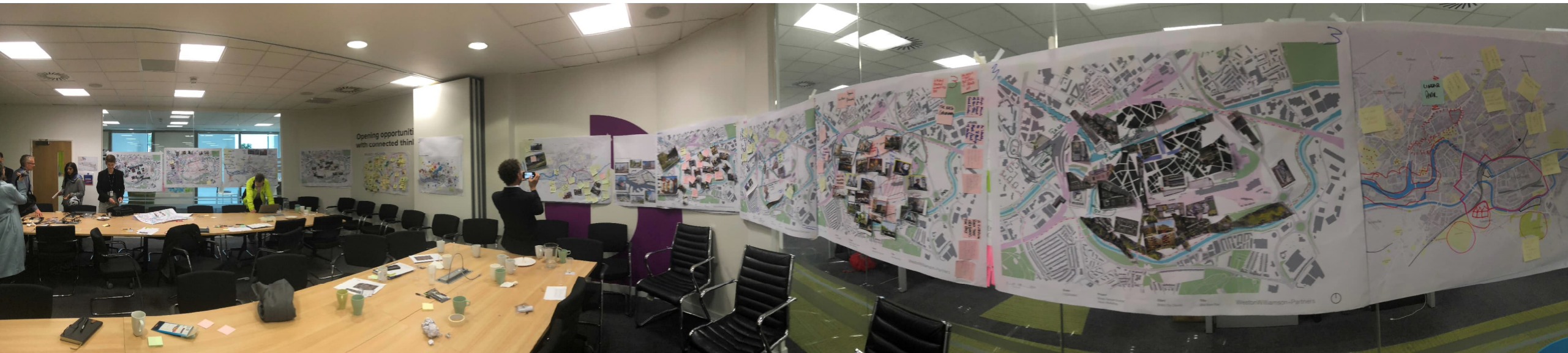
Use character cards, post it notes, cut out typologies, sketch...



Drop in your notes, post it notes, comments...

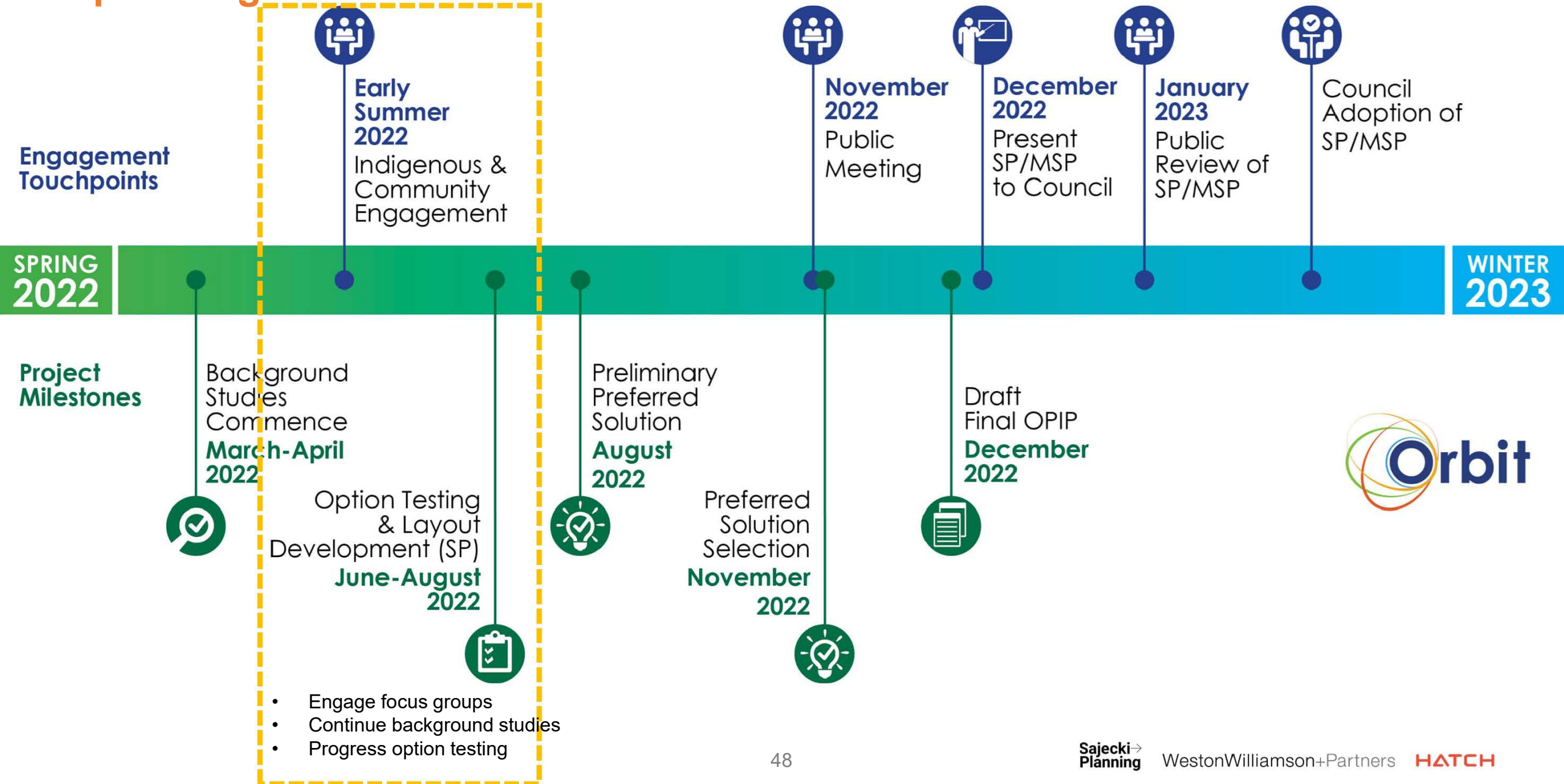


Example Outputs



What's next?

Upcoming Milestones and Activities





We need your feedback!

**Scan the QR code with your phone
to answer our survey:**



CKO

Q & A and discussion