



STAFF REPORT EXECUTIVE SUMMARY

STAFF REPORT NO: DSR-099-20

DATE: July 15, 2020

To: Mayor, Deputy Mayor and Members of Council

From: Tim Cane, Director of Growth

Subject: Orbit Station Concept Design - Next Steps

EXECUTIVE SUMMARY:

The "Orbit Station Next Steps" report is to ask for Council endorsement of the Orbit Station concept, design principles and phasing to provide direction for the detailed design of the project. The report also summarizes the station design process to date and outlines next steps as the project works towards a construction start date of 2022.

RECOMMENDATION:

- 1. That Council endorses the Orbit Station and 'Center of Mass', and associated phasing, as presented by Partisans and outlined in Staff Report DSR-099-20 dated July 15, 2020, to begin implementing the adopted Orbit Vision; and**
- 2. That Council directs staff to facilitate the necessary Town reviews and permissions to advance detailed design and construction of the Orbit Station and surrounding 'Center of Mass' generally in accordance with the concept and design principles outlined in Staff Report DSR-099-20; and**
- 3. That Staff continue to engage with residents, businesses, community stakeholders, and other levels of government, during the Station design and Orbit policy development process to create the regulatory framework for the fulfilment of the Vision, which will, among other things, protect and preserve the agricultural and environmental fabric of Innisfil and Lake Simcoe; and**
- 4. That Staff continue to work collaboratively with Metrolinx and the Cortel Group Inc. to facilitate the design and construction start of the Orbit Station by 2022; and**
- 5. That the Town Solicitor be directed to negotiate and prepare the necessary legal agreements to implement the Orbit Vision and to design and construct the Orbit Station and 'Center of Mass', to be consistent with the terms of the Mobility Orbit Agreement 1.0 dated October 23, 2019; and**

- 6. That the Town Solicitor be authorized to negotiate and prepare a Joint Consultant Agreement between the Town and Cortel on the terms as generally outlined in Staff Report DSR-099-20, and that the Director of Growth Services be authorized to execute such agreement once finalized.**



TOWN OF INNISFIL STAFF REPORT

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To: Mayor, Deputy Mayor and Members of Council
From: Tim Cane, Director – Growth Services
Subject: Orbit Station Concept Design – Next Steps
Cross Reference: Staff Report DSR-124-99

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1.0 BACKGROUND:

The Orbit Station design and immediately surrounding area ('Center of Mass') has been conceptually designed (Attachment 1) with the input of residents, stakeholders, professionals, Council and Town Staff. The Orbit Station and 'Center of Mass' concepts outlined in this report are considered to be a commitment from the Town and Developer to a truly sustainable, complete and mixed-use Transit Oriented Community supported by the principles encompassing built form, aesthetics, infrastructure, functionality, placemaking ability, ownership structure and financing that will facilitate the operations and future needs of the Orbit over the life of the project. The station design team has collectively assessed and subscribed to these principles so that a reasonable expectation can be established for the Town and Developer moving forward if Council endorses the preliminary design as presented on July 15, 2020.

Phasing of a project this size will be important. It should be clear that timing to achieve the Orbit Station will ebb and flow with market demands and financial realities, but the vision will be achieved. A Phasing Plan will be shown as part of the Council presentation detailing the order of project construction based on the number of units constructed. Council's endorsement of the project should be based on 3 fundamental parts of the Orbit Station and 'Center of Mass' being constructed as part of Phase 1:

- 1) Orbit Station – Station facilities on the east and west side of the tracks (subject to Metrolinx requirements). Supporting infrastructure for opening will include bus/vehicle drop off areas on the east and west side of the tracks and multiuse trail connections along the linear park connected to the 5th and 7th Lines.
- 2) 6th Line Bridge replacement constructed to integrate with developments on the north and south sides, as well as designed to accommodate Metrolinx operational needs for ultimately 3 tracks and electrification.
- 3) Mixed Use Blocks – Provision of residential and non-residential/employment uses to coincide with Orbit Station opening. Phase 1 to include all decking north of the 6th Line to for programmable space over 4 seasons and connected via stairs and ramps to the multiuse trails at rail grade. The decking will form part of the underground parking structures required for the Orbit Station and residential/employment uses, together with interim at-grade parking beyond Phase 1. Phase 1 may also include the signature architectural feature on the deck over the station to anchor and ignite the Orbit Vision.

Critical elements will be reviewed in more detail during the actual design of the Orbit Station and its surrounding 'Center of Mass'. There will be changes to the concept based on operational, finance and construction needs; however, the primary consideration of any changes will be to reinforce the spirit and intent of the adopted Orbit Station.

An example of critical element review will be evaluating the cost of the project during detailed design. While initial costs were considered as part of the evaluation criteria (Attachment 2) that lead to a preferred concept design, a more detailed cost analysis of the preferred concept may place pressure on design elements. However, this pressure shall not undermine the scale and

outcome of the station concept, but rather focus on construction and financing alternatives that maintain the concept and reinforce the Station and ‘Center of Mass’ for Orbit.

At the same time, the station design process has straddled a global pandemic. Questions may be asked about whether this is the time to design and construct the Orbit Station. The answer is “yes” – Orbit continues to aspire to represent a new form of development and a real-world example of what is possible when you shed traditional assumptions. COVID-19 has influenced the concept plan and will continue to be considered in the detailed design. If anything, COVID-19 has only accelerated the need for change and to do things differently to respond to new community needs.

The Orbit Station will be responsible for igniting and sustaining the Orbit Vision over the longer term. In addition, the ‘tone’ of development set by the Station will play a large role in market differentiation for the success of this ambitious project. A complete community and new form of development (i.e. Rural Reimagined) will need to look and feel different to sustain the growth model the Town has adopted. The preservation of rural landscapes and existing neighborhoods will need the Orbit to be successful and create a viable housing alternative that new residents are excited to be a part of.

The Orbit Station and its ‘Center of Mass’ will play a key role in the growth of the region and the County Municipal Comprehensive Review (MCR) process. Proposed changes to the Growth Plan released on June 16, 2020 only reinforces this role.

1.1 Process to Date

A number of steps have already occurred that are moving the Orbit Vision forward, including:

- Metrolinx approval of an Initial Business Case (IBC) for a GO station located in Innisfil at the 6th Line - 2016. Followed by the approval of a Preliminary Design Business Case (PDBC) – 2018
- Approval of Capital Project RDS358 for Station design and integration with surrounding projects – 2018
- Completion of the 6th Line Environmental Assessment (EA) and interchange design – 2018
- Orbit vision adopted by Council – November 2019
- Orbit Station workshop with Council and Resident Focus Group – May 2020

At the staff level, various meetings and actions have been occurring over the past 2 years to develop the Orbit Vision, Orbit Station concept and design principles. A Strategic Action Plan (SAP) for the Orbit is currently being developed to coordinate all the design and approval processes (across all jurisdictions) in order to start station construction in 2022.

1.2 A Pandemic ‘Reset’ towards Resilience

In the introduction above, staff answered “yes” to the question of whether this is a good time to advance the Orbit Vision and Station. Reinforcing this position is a current global discussion about tragedy not being the only legacy of COVID-19.

A common question these days is “should the world be rushing back towards the ‘old’ normal, when those ways were already facing massive challenges and crises?”. The current pandemic has long-term and unknown consequences related to the economy, public debt, employment, and human well-being. Rushing towards the ‘old’ normal will likely exacerbate existing challenges making communities less sustainable, less equal, and more fragile.

Innisfil and communities around the world have seen firsthand how quickly residents can make radical changes to lifestyle when forced to adapt. There is a will to build a better society and ‘reset’ ourselves with more effective governance and private sector engagement.

Components of a broader global reset include an economy steered towards fairer outcomes, investments that advance shared goals (e.g. equality and sustainability), and harnessing innovations afforded by technology (Refer to Attachment 3). Most recently, these broader ‘reset’ components have translated into a Canadian manifesto entitled “2020 Declaration for Resilience in Canadian Cities” (refer to Attachment 4). The purpose of the Declaration is to provide guidance to municipalities to start sooner, rather than later, for applying resiliency lenses and policies that can start a meaningful shift in governance for longer term social, environmental, and economic dividends.

The Declaration has three overarching principles supported by various objectives:

1. Ensuring the responsible use of land – flex space, walkable neighbourhoods, affordable housing, reducing sprawl
2. Accelerating Decarbonization of Transportation – retrofitting to active streets, safe mobility options, enhancing transit service, electric ridesharing vehicles/transit.
3. Embracing sustainability in built and natural environments – improve sewage outflows, minimum urban tree canopy, aging in place, municipal use of clean energy resources, net zero energy performance, move to emission free large buildings.

This report is not to commit Council to the Declaration. Instead, Staff want to introduce opportunities for positive change coming out of the pandemic and start to look through the ‘reset’ lens for municipal projects and initiatives - big and small. The Orbit was already aligning to many principles of the 2020 Declaration prior to COVID-19 and it is exciting to see a different way of building communities gaining momentum despite being the result of a global tragedy.

Since the ‘reset’ and Declaration concepts being introduced in this report are new and have the potential for significant changes to local governance, staff are recommending that a specific report be prepared and presented to Council at a later date for full discussion and to provide more specific direction moving forward.

In the meantime, the Orbit Station design concept being recommended for Council endorsement is, and will continue to be, looked at through the ‘reset’ lens and the Station design principles outlined in Section 1.3 below.

1.3 Station Design Principles

Station design principles were established through consideration of the *Innovative Innisfil 2030 Community Strategic Plan*, applicable Town masterplans, and the broader paradigm shifts resulting from the pandemic and need for greater inclusivity.

Until the wider Orbit Secondary Plan (OPIP) is established, it is important to consider guiding principles early in the Station design process. These principles assisted in the development of the evaluation criteria for various concept options and ultimately the preferred design being presented in this report. Most importantly, the principles continue to be developed and their lenses applied through the detailed design process.

The Station Design principles are:

1. Sustainability

Sustainability is a reoccurring principle that is key to the long-term vision of the Orbit and making Innisfil more resilient. An internal working group has already met to discuss potential targets for the station design (including surrounding buildings). The targets will ideally be based on work and programs already in place rather than developing new targets (e.g. passive, net zero, etc.). As heard clearly from Council in November 2019 and in the Council workshop in May 2020, there is a need for meaningful sustainability targets to be included in the Orbit Station and ‘Center of Mass’. The Secondary Plan (OPIP) and implementing site plan agreements will include sustainability targets developed by the internal working group and station design team.

Similarly, key water quality measures and best practice stormwater/wastewater treatment and reuse will form part of the detailed design process. Innovative and alternative building code requirements are also being explored to fund and promote sustainability. The Station design also embraces multi-modal transit options to reduce the carbon footprint of the Orbit and wider Town, consistent with community resiliency principles.

2. Placemaking/Culture

Innisfil has adopted the concept of Placemaking when making long term planning decisions that promote high quality physical spaces to reinforce social interactions. These interactions create emotional connections within the community which ultimately make it more resilient in times of crisis. The other ‘bookend’ of a strong community is articulated in the Town’s Culture Master Plan. Both culture and placemaking create a sense of place and community identified as critical for equity, inclusivity, and diversity. Both culture and placemaking formed part of the evaluation criteria in the station design process.

In addition, health and wellness will be applied to the design through this principle. Building on the *Our Health* Strategy adopted by Council, the health and wellness ‘lens’ will be applied through a working group to be formed as part of the Secondary Plan (OPIP) process.

3. Technology

Embracing the benefits of technology to solve historic municipal challenges and facilitate sustainable living is already a key part of Innisfil and will be showcased further through the Orbit. The IT Master Plan, community survey and internal working group are considering smart city concepts and ‘next’ practice technologies that respect good data governance. These concepts and technologies will be delivered in part through expertise and partnership in academia (e.g. MIT and Ryerson) and the private sector (e.g. Uber) to drive innovations that support the public interest.

4. Economics

The financial model of Orbit, and its ability to support the principles above, will need to be considered alongside market realities. Reinvestment of development returns (e.g. per unit contributions), front-end financing and Provincial/Federal grants will be fully explored to deliver the Station under the Transit Oriented Community model. Potential Town capital projects may also form part of future budget deliberation processes where the inclusion of community assets in the Orbit and Station design are identified.

Another key part of the economic principle is the embracing of affordable/attainable housing in the development concept for both the Station and Orbit. A meeting is scheduled with the County of Simcoe in July to collectively discuss new definitions and models of affordable housing that will be embedded in future planning approvals and development agreements. The underlying principal will be affordable ownership, which would be geared to income and applied to a minimum percentage of units within the Orbit.

With regards to Orbit providing employment opportunities, it will be a community of the future centred around transit and a 20 min walk to all features. Following the introduction of 'all day, two way' service from the GO line, Orbit will redefine employment opportunities in Innisfil by connecting to Barrie, the GTA and beyond - redefining how residents work, live and play. This will be further reinforced by a post COVID economy and society where you can work anywhere.

The marketing and economics of the project will leverage a modern walkable community with quality of life, arts, culture, social activities, animated and curated public space, green space, and access to water. Modern day knowledge workers are looking to live, work and play in places just like The Orbit. This will reinforce the Town's economic development initiatives to create a vibrant start up community of small, medium, and even large tech start-ups and the Canadian centre of "Gov Tech" start ups. It will not be just space for companies and people, it will be an entire ecosystem where there is angel capital, venture capital, private sector enterprises, public sector organizations in "Gov Tech" and beyond, post secondary presences and accelerator's such as DMZ Innisfil, mentors and a 'buzz' that something exciting is happening in Innisfil and The Orbit.

With highspeed fibre and wireless infrastructure, business is happening everywhere: in coffee shops, store fronts, flexible space, public spaces, live work units, offices, parks and green spaces, and more.

As most of this work is knowledge work, knowledge workers typically require less space for employment uses (5 to 15 sq. m per person), depending on the physical environment (private in-home work vs. typical office space). It is expected that the current target of Our Place of 150 jobs and people per hectare will be exceeded within the Orbit by a wide margin thanks to the inclusion of non-residential and flexible spaces.

Project charters and work plans for the Station and Secondary Plan (OPIP) have been created and recruitment is underway for working groups to refine and apply those design principles outlined above for the purposes of policy development and detailed design.

1.4 Strategic Action Plan (SAP)

In order to appropriately stage and coordinate a 2022 construction date for the new Orbit Station and ‘Center of Mass’, a series of approvals and agreements need to be established through a Strategic Action Plan (SAP). The SAP is essentially a comprehensive project plan with milestones and timelines.

Various approval processes at multiple levels of government are required to realize the Orbit Station. Identification of key milestones and agreement dates will coordinate and help expedite both the station and wider Orbit vision.

Alignment between all parties is critical for success. In particular, the Province, Metrolinx, County and the Town need to establish critical processes to drive the necessary approvals and agreements.

Development of the Station and the surrounding ‘Center of Mass’ (to facilitate private infrastructure investment) will require the coordination of two key processes:

1. Execution of the Metrolinx Agreements with the developer.
2. Planning approvals for lands associated with Station and initial stages.

There are a wide range of other critical milestones and approvals needed to support the station opening. Collectively, these milestones, approvals and legal agreements will be included in the Strategic Action Plan (currently being drafted for future circulation). The legal agreements, under the ‘umbrella’ of the executed Mobility Orbit Agreement 1.0, will be needed to realize the Station construction, Orbit vision, and supporting infrastructure.

Cortel and Metrolinx will need to enter into future agreements for the design and construction of the Station. Two remaining agreements are expected to be prepared and executed to support a 2022 construction commencement date. Key planning approvals are proposed to be aligned with the requirements of any Provincial Agreement process to keep the processes in ‘lock step’ and provide certainty to all parties. In September 2020, staff expect to report back to Council with an recommendation for endorsement of the planning approval process subject to an update on the Provincial Agreement process.

1.5 Stakeholder Engagement

In preparing the Orbit Station concept, the following engagement activities have occurred:

- Resident Survey

The adoption of the Orbit Vision in November 2019 created significant community interest. To tap into this community interest and feed into the station design as soon as possible, an online survey was established through “Get Involved Innisfil” and was promoted by the communications team. The result was one of the Town’s more

successful surveys with 490 responses originating from 2600 site visits. The survey results were reported out in themes and provided to the project team for consideration.

- Station Design Team

A station specific working group was created and went through a number of design charettes to develop evaluation criteria and provide feedback to the architectural /expert team. In addition, update meetings with the Province, County and Metrolinx have been used to guide the station design process.

As a result of this process, all parties are supportive of the proposed Station concept. This includes Metrolinx, who will be a critical part of the subsequent detailed design process.

- Resident Focus Group/ Council Workshop

The existing resident focus group (established as part of the Orbit visioning process) was re-engaged concurrently with Council as part of a design workshop hosted in May 2020. The workshop was productive and resulted in additional comments being documented and considered as part of the refining the design concept presented in this report. The comments from this session have been documented and responded to in the attached Design Response summary (Attachment 5).

Dialogue and public consultation will continue with stakeholders through the OPIP secondary plan process to implement Council's adopted Orbit Vision. Consultation activities will include but not be limited to:

- Maintaining the project webpage for establishing a common information base and a Get Involved Innisfil link to solicit future on-line feedback;
- Open houses and public meetings as part of the planning development process to refine and implement the Orbit Vision;
- Focus groups and direct stakeholder engagement on specific matters;
- Reports to Council at key project junctures;

2.0 ANALYSIS/CONSIDERATION:

2.1 Design Response to Stakeholder Input

Significant stakeholder feedback was received through the online survey (490 responses) and Council workshop with the resident focus group. To ensure all comments were responded to, a detailed comment summary is provided in Attachment 5 together with specific responses on how the station design took the comments into account.

The online survey focused on asking residents how they would likely use the station and what amenities/uses they would like to see in the design. The themes of the survey informed the

design criteria and formed the basis of preliminary concepts shown to Council and resident focus group in May 2020. A preferred design, that considered all comments, has been prepared for consideration by this report.

2.2 Next Steps

In addition to the project milestones identified as part of the Strategic Action Plan (SAP) summarized in Section 1.4 above, specific updates to future Phases are provided:

Phase 1 – Development of the Orbit Potential and Innovation Plan (OPIP) (2020)

Ryerson University has completed their initial investigation into best/next practice policy development related to major transit station areas globally to assist staff with the scoping of OPIP Secondary Plan. Ongoing involvement and support from Ryerson is expected to provide future assistance to the project.

In addition, the Town is exploring a partnership with the Massachusetts Institute of Technology (MIT) Sensible City Consortium to ‘jump start’ and explore ideas that translate into real world applications. MIT combines industry members’ expertise with partner cities that offer test cases to tackle urban challenges. The result combines public and private sectors that act collaboratively to make urban environments more livable and sustainable. Town staff see widespread opportunities to innovate across the Town with MIT (not just for the Orbit project) and as a result will report back to Council in Q3 2020 regarding this partnership and the annual membership fee of approximately \$50,000 that could be funded from the approved Orbit capital budget.

Staff now anticipate having the expert team assembled in Q3 2020 for the OPIP Secondary Plan with a delivery date for the end of 2021. The consultant team will need expertise in a wide range of topics from traffic, rail/transit, parks, placemaking, economics, internet of things, employment, architecture, housing, servicing, costings, environment, safety, technology and social inclusion/enterprise – to name a few. The background research undertaken by Ryerson will input into the team recruitment process to identify the ideal policy project team. The partnership with MIT may also significantly augment the capabilities of the OPIP team.

Phase 2 – Design and Construction of the Station (2021-22)

As outlined in this report, the GO Station and ‘Center of Mass’ design is well underway. Council’s direction on a preferred concept will further accelerate detailed design and investment into this key part of the Orbit for a Station construction start date of 2022.

Phase 3 – Supporting Residential and Mixed-Use Development (2022)

As previously reported in DSR-124-99, Phases 4 and 5 of the Sleeping Lion development (between Webster Blvd and the rail line) will be developed concurrently with occupancy coinciding with the opening of the expanded wastewater treatment plant in 2023. Cortel has committed to including a portion of Phase 4 and all of Phase 5 of the Sleeping Lion approved draft plan to align with the Orbit Vision.

Phase 5 (approx. 10 acres in size) immediately east of the rail line and north of 6th Line represents an initial opportunity to start implementing the Orbit with a new style of built form and

community building. Design of Phases 4 and 5 are proceeding concurrently with the Station design.

Equally promising, are discussions with other minority landowners within the Orbit who are positive and willing to adapt pre-conceived designs or approvals to reflect the Orbit Vision. For example, San Diego Homes is revisiting their existing draft plan of subdivision west of Webster Blvd and south of the 7th Line. Preliminary master planning and concepts are being developed with the owner and Partisans.

As part of the Secondary Plan (OPIP) process, the feasibility of a landowner's group will be explored in consultation with major landowners to assist with infrastructure investments in the area.

Phase 4 – Additional Growth to Fund Station (2022 to 2032)

Significant private investment will be required to construct the GO Station and Orbit infrastructure. Supporting residential and employment development will require a series of planning approvals. Most recently, proposed changes to the Growth Plan for the Greater Golden Horseshoe may influence those planning processes. Discussions with the Province and County will continue to facilitate the Orbit Vision.

Phase 5 – Build-Out of the IMO Vision

Dynamic policies anticipate continued development within the Orbit at higher densities over the next 50 years; however, this will be confirmed through the completion of the OPIP Secondary Plan. It is anticipated that the Orbit will be the primary center of growth beyond 2031. This concentration of growth will be concurrent with the balance of the Alcona North and South Secondary Plans as contemplated by the County MCR process together with traditional intensification along main streets through the various settlements.

FINANCIAL CONSIDERATION:

Capital Project RDS358 (90% funded through DC Background Study) was allocated a budget of \$5,416,098 through the 2019/2020 budget process for expenditure in 2021 to correspond with the proposed timeline of the former GO Station program. The budget was established to integrate the former GO station design with municipal infrastructure and programs. Since that time, the Metrolinx station funding model has changed to fund stations through the development community. However, the RDS358 budget is still relevant and needed to facilitate and fund those portions of the station serving community functions through dedicated spaces, programming, and project design/approval costs. DSR-124-19 that approved the Orbit Vision in November 2019 also authorized advancing funds in the amount of \$620,000 for expenditure in 2020 rather than 2021.

To the end of June 2020, approximately \$91,000 has been spent on internal staff time, Partisans, and Gordon and Gordon for design services and project management, respectively. The Joint Consultant Agreement introduced below, between the Town and Developer, will result in the sharing of a portion of the project management costs.

The final Council resolution proposed in this report requests authorization for staff to execute a Joint Consultant Agreement with the Developer (Cortel Group). The key terms of this agreement include but are not limited to:

- Joint retainer with the station design/consulting team (e.g. team members act on behalf of both the Developer and the Town);
- Confirmation of mutually agreed upon experts/team members;
- Allocating cost sharing formulas for services undertaken by respective parties to advance the project;
- Agreement of station design/consulting team members to reduce peer review costs resulting in a more efficient planning and design process;
- Resolution process for matters that cannot be solved with the station design/consulting team.

To date and to advance the project, the Town and Developer have been coordinating the station design/consulting team on the terms listed above until they could be enshrined into the formal Joint Consultant Agreement.

The Mobility Orbit represents a multi-billion-dollar project for the Town that requires dedicated resources to continue to move it forward for the benefit of all residents. At a minimum, the Orbit Station is a community asset that needs funding in the absence of the traditional Metrolinx station development model. To that end, Staff continue to have discussions with the largest landowner within the Orbit (Cortel Group) regarding financing options for the Innisfil GO Station as well as other related infrastructure as outlined in Staff Report DSR-192-19.

As the station is being designed, funding models will be explored consistent with the Transit Oriented Community model of the Province, including the reinvestment of development returns (e.g. per unit contributions), front-end financing and Provincial/Federal grants. Potential funding for station elements from Development Charge contributions will be explored and added to the DC background study as appropriate.

OPTIONS/ALTERNATIVES:

Alternative recommendations to those presented above include:

- Provide staff with alternative direction and report back to Council with a revised GO Station concept design;
- Wait to adopt the Station Concept until certain milestones in the process are achieved (i.e. execution of key agreements, planning approvals, etc.); or,
- Defer adopting the GO Station Concept until a Council meeting in August or later to allow for public feedback on the concept, while understanding that further public engagement is designed to occur throughout the next phases of the development.

Choosing any of the above options will result in project delays at a time when momentum for the Orbit Station construction is critical for a 2022 construction start date.

CONCLUSION:

The Orbit Station and its surrounds will create a ‘Center of Mass’ to ignite and establish the wider Orbit Vision. This multi-generational project embraces the way Innisfil wants to grow - Rural Reimagined. The design principles of the project support an inevitable ‘reset’ that will occur as a result of building better communities and current events. Council’s input and consideration of this report, together with collective actions of our development and government partners, is a critical step towards the detailed design and realization of an Orbit Station and wider Orbit Vision for Innisfil.

PREPARED BY:

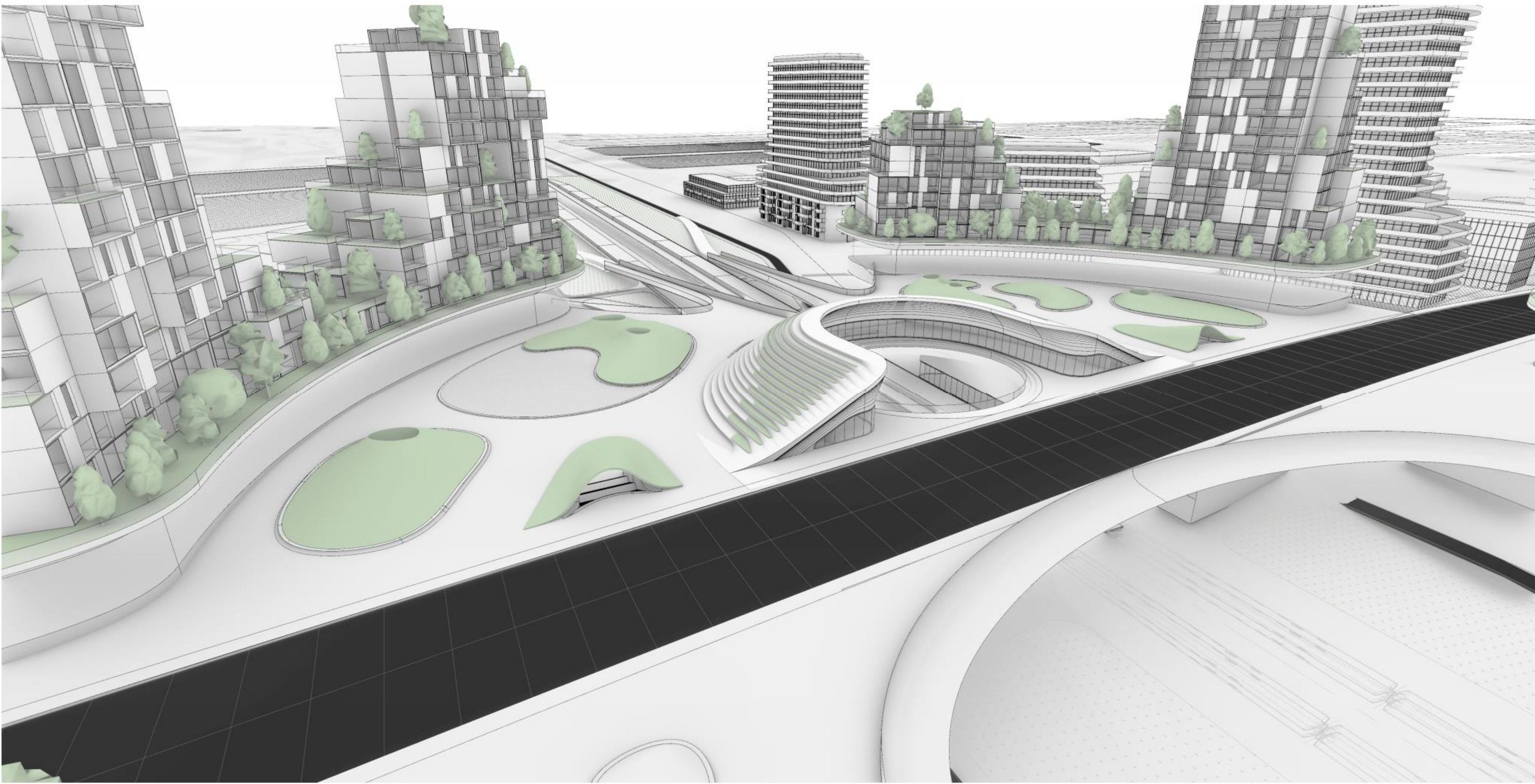
Tim Cane, Director, Growth Services

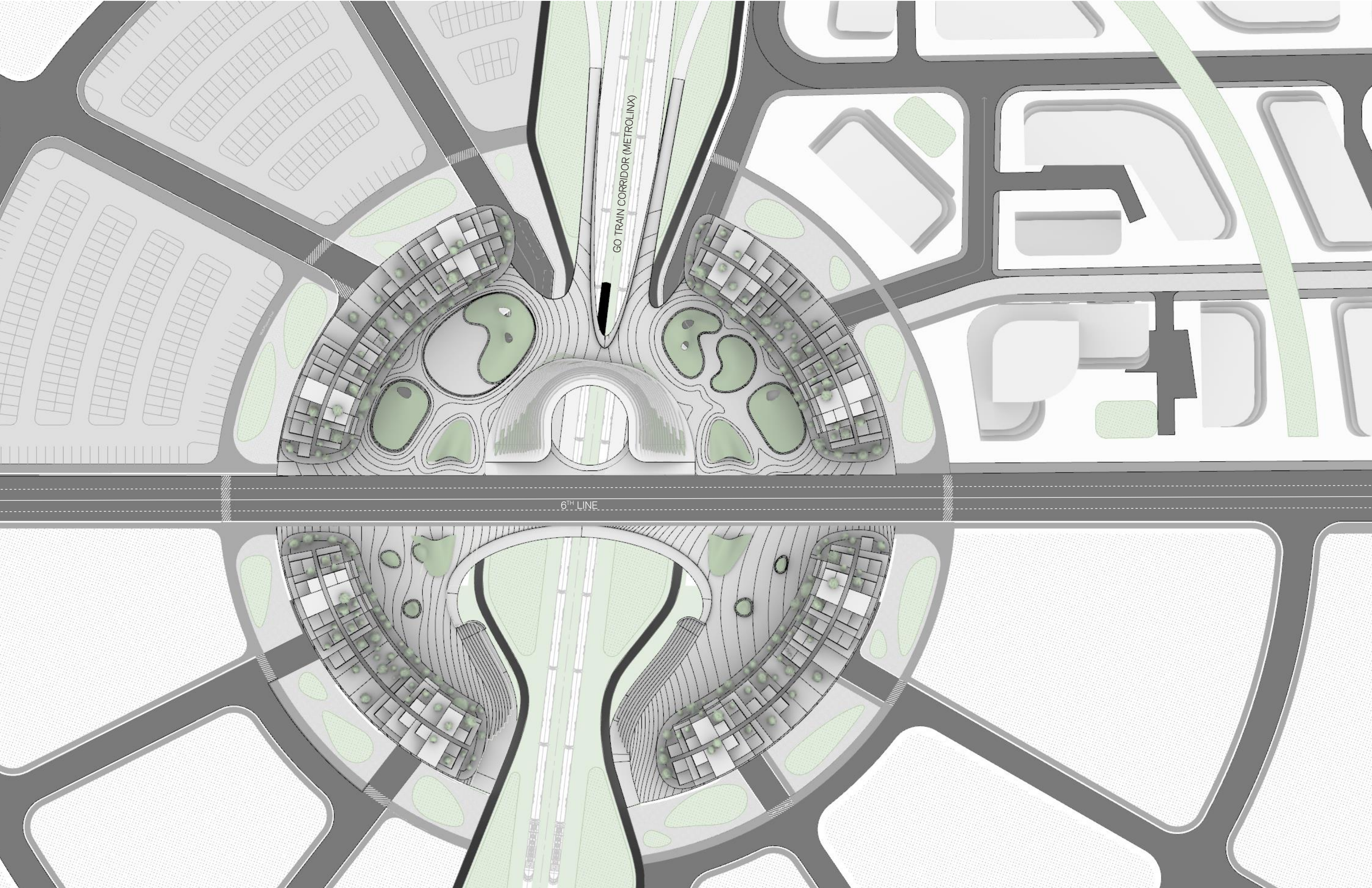
APPROVED BY:

Jason Reynar, CAO

ATTACHMENTS:

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| Attachment 1 | GO Station ‘Center of Mass’ site plan and elevation drawings |
| Attachment 2 | Station Evaluation Criteria – Station Design Team |
| Attachment 3 | “It’s time for a massive reset of capitalism”, Opinion Article, Globe and Mail, June 3, 2020. |
| Attachment 4 | 2020 Declaration for Resilience in Canadian Cities and Globe and Mail introductory opinion article. June 2, 2020: |
| Attachment 5 | Station Design Response Summary to “It’s GO Time - Community Engagement” Survey and Council Workshop/Community Focus Group |





GO TRAIN CORRIDOR (METROLINX)

6TH LINE

Evaluation Criteria

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|-------------------|---|---|
| <p>1.0</p> | <p>Transportation Planning</p> | <p>Multi-modal priority access – 1. Pedestrian, 2. Bicycle, 3. Drop-off/bus, 4. Park and ride Passenger experience (ease of use for each mode above) Separation of pedestrian and vehicular traffic Mobility and Level of Service (ease of flow for each use above) Opportunity for integration of future transit modes/initiatives (e.g. light rail, regional bus) Ability to increase/encourage/promote ridership Direct access to 6th Line Direct access to all 4 quadrants Ability to evolve/'flip' from auto centric to pedestrian centric (rural to urban) Connectivity to tracks (ease of access) Ease of transit integration development opportunity (level of effort required) Approval requirement (amendment to class EA, Metrolinx) Capital cost Vehicular circulation and operations Maintenance/Operating costs</p> |
| <p>2.0</p> | <p>Architecture + Urban Design</p> | <p>Efficient use of space (ability to co-locate/complement a wide variety of uses including civic space) Acts as an anchor for Orbit vision (including OPIP) and future community of 80,000 people/jobs Stimulate SMART growth (technology to deliver infrastructure and services) Ability to provoke interesting architecture Drive and symbolize design excellence Ability to showcase sustainable best/next practices Coherence to and ability to reinforce Orbit Masterplan Vision Creates vibrant public/private space Reinforces Town Culture Master Plan Subscribes to Placemaking Principles as established in Our Place Official Plan</p> |

| | | |
|------------|-------------------------------|--|
| | | <p>Activation of 6th line for pedestrians, retail and programming</p> <p>Integration of mixed-use/flexible space for programming</p> <p>Permeability from existing and future neighbourhoods</p> <p>Integration with Sleeping Lion Draft Plan</p> <p>Maintains linear park spine of Orbit Vision</p> <p>Quality of space and activation of space normally sterilized by traditional transit design</p> <p>Catalyst for new growth</p> |
| 3.0 | Economic Development | <p>Ability to differentiate and market Orbit for increased residential/employment density outside of GTA/Canada</p> <p>Underpin/support economic development and technology entrepreneurship</p> <p>Catalyst for future public/private investment</p> <p>Supports the Metrolinx Transit Oriented Community (TOC) Model</p> |
| 4.0 | Delivery/ Construction | <p>Property Impact (size of footprint)</p> <p>Ability to use existing/planned infrastructure</p> <p>Approval requirements (amendment to class EA, Metrolinx)</p> <p>Cost- Initial</p> <p>Cost - Long term (i.e. maintenance and repair)</p> <p>Sustainability/durability (long term performance)</p> <p>Approach treatment (i.e. C-I-P retaining walls or RSS walls)</p> <p>Special Illumination requirements (i.e. for tunnel options)</p> <p>Special drainage/pumping requirements (i.e. for tunnel options)</p> <p>Climate change resilience (e.g. flood risk)</p> <p>Impact on traffic flow for all road users and railway services during construction</p> <p>Temporary traffic protection measures (both tracks and road)</p> <p>Constructability and special requirements (i.e. needs for dewatering, impact on active rail line)</p> <p>Timeline</p> <p>Meets Metrolinx program/operational requirements</p> |

It's time for a massive reset of capitalism

KLAUS SCHWAB

CONTRIBUTED TO THE GLOBE AND MAIL

PUBLISHED JUNE 3, 2020UPDATED JUNE 3, 2020

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Founder Klaus Schwab delivers welcoming remarks at the 50th World Economic Forum annual meeting in Davos, Switzerland, on Jan. 21, 2020.

DENIS BALIBOUSE/REUTERS

Klaus Schwab is the founder and executive chairman of the World Economic Forum.

COVID-19 lockdowns may be gradually easing, but anxiety about the world's social and economic prospects is only intensifying. There is good reason to worry: a sharp economic downturn has already begun, and we could be facing the worst depression since the 1930s. But, while this outcome is likely, it is not unavoidable.

To achieve a better outcome, the world must act jointly and swiftly to revamp all aspects of our societies and economies, from education to social contracts and working conditions. Every country, from the United States to China, must participate, and every industry, from oil and gas to tech, must be transformed. In short, we need a "Great Reset" of capitalism.

There are many reasons to pursue a Great Reset, but the most urgent is COVID-19. Having already led to hundreds of thousands of deaths, the pandemic represents one of

the worst public-health crises in recent history. And with casualties still mounting in many parts of the world, it is far from over.

This will have serious long-term consequences for economic growth, public debt, employment, and human well-being. According to the Financial Times, global government debt has already reached its highest level in peacetime. Moreover, unemployment is skyrocketing in many countries. In the U.S., for example, one in four workers have filed for unemployment since mid-March, with new weekly claims far above historic highs. The International Monetary Fund expects the world economy to shrink by 3 per cent this year – a downgrade of 6.3 percentage points in just four months.

All of this will exacerbate the climate and social crises that were already underway. Some countries have already used the COVID-19 crisis as an excuse to weaken environmental protections and enforcement. And frustrations over social ills like rising inequality – U.S. billionaires' combined wealth has increased during the crisis – are intensifying.

Left unaddressed, these crises, together with COVID-19, will deepen and leave the world even less sustainable, less equal and more fragile. Incremental measures and ad hoc fixes will not suffice to prevent this scenario. We must build entirely new foundations for our economic and social systems.

The level of cooperation and ambition this implies is unprecedented. But it is not some impossible dream. In fact, one silver lining of the pandemic is that it has shown how quickly we can make radical changes to our lifestyles. Almost instantly, the crisis forced businesses and individuals to abandon practices long claimed to be essential, from frequent air travel to working in an office.

Likewise, populations have overwhelmingly shown a willingness to make sacrifices for the sake of health care and other essential workers and vulnerable populations, such as the elderly. And many companies have stepped up to support their workers, customers and local communities, in a shift toward the kind of stakeholder capitalism to which they had previously paid lip service.

Clearly, the will to build a better society does exist. We must use it to secure the Great Reset that we so badly need. That will require stronger and more effective governments, though this does not imply an ideological push for bigger ones. And it will demand private-sector engagement every step of the way.

The Great Reset agenda would have three main components. The first would steer the market toward fairer outcomes. To this end, governments should improve co-ordination (for example, in tax, regulatory and fiscal policy), upgrade trade arrangements and create the conditions for a “stakeholder economy.” At a time of diminishing tax bases and soaring public debt, governments have a powerful incentive to pursue such action.

Moreover, governments should implement long-overdue reforms that promote more equitable outcomes. Depending on the country, these may include changes to wealth taxes, the withdrawal of fossil-fuel subsidies and new rules governing intellectual property, trade and competition.

The second component of a Great Reset agenda would ensure that investments advance shared goals, such as equality and sustainability. Here, the large-scale spending programs that many governments are implementing represent a major opportunity for progress. The European Commission, for one, has unveiled plans for a €750-billion (C\$1.14-trillion) recovery fund. The U.S., China and Japan also have ambitious economic-stimulus plans.

Rather than using these funds, as well as investments from private entities and pension funds, to fill cracks in the old system, we should use them to create a new one that is more resilient, equitable and sustainable in the long run. This means, for example, building “green” urban infrastructure and creating incentives for industries to improve their track record on environmental, social and governance (ESG) metrics.

The third and final priority of a Great Reset agenda is to harness the innovations of the Fourth Industrial Revolution to support the public good, especially by addressing health and social challenges. During the COVID-19 crisis, companies, universities and others have joined forces to develop diagnostics, therapeutics and possible vaccines; establish testing centres; create mechanisms for tracing infections; and deliver telemedicine. Imagine what could be possible if similar concerted efforts were made in every sector.

The COVID-19 crisis is affecting every facet of people’s lives in every corner of the world. But tragedy need not be its only legacy. On the contrary, the pandemic represents a rare but narrow window of opportunity to reflect, reimagine, and reset our world to create a healthier, more equitable and more prosperous future.

WE THE UNDERSIGNED DECLARE THAT:

The COVID-19 pandemic provides a once-in-a-lifetime responsibility to accelerate the change we require in Canadian cities. With a coordinated effort by the federal government, provinces, and cities, we can repair a half-century of unsustainable planning that has compromised our health, access to housing, the quality of our air and water, and the long-term financial viability of our cities. Within this short window, we can position Canadian cities to thrive as we embrace a “new normal” and a better “business-as-usual.” A greener, cleaner, decarbonized economy begins with our cities. To get there, we must change the way we plan and operate them. And it is within the power of our political leaders to do so.

To be clear, the measures outlined in the declaration should be considered a starting point for affecting the type of change we need in our cities, but are not a cure-all. Our current urban form has detrimental effects on new Canadians, Indigenous people, racialized populations, and lower-income workers. These groups have disproportionately suffered from the effects of homelessness and gentrification, growing racial- and class-based segregation of neighbourhoods within cities, the social and financial costs of long commutes, and disproportionate rates of working poverty in Canadian cities. To ensure that the structural trends afflicting our cities are not exacerbated or ignored, it will be critical to apply an authentic equity lens throughout the planning and implementation of these measures, include and empower all voices, and to employ population-specific interventions with more universal policy solutions.

We note also that cities are in a period of unprecedented financial uncertainty. While some of the commitments below will require a response from, and coordination with, provincial and federal governments for funding, the majority of these recommendations require simply a reallocation of resources and a reassessment of priorities — away from unsustainable, inequitable, costly approaches that are not viable over the long-term — toward sustainable, cost-efficient, future-oriented approaches. In most instances, the required policy changes can be initiated immediately by municipalities, though implementation periods will vary.

Ensuring the Responsible Use of Land:

1. Update zoning policies to allow more households to access existing neighbourhoods by permitting and encouraging appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of “gentle density” to be built, as-of-right, alongside houses in low-rise residential neighbourhoods.
2. Commit to the creation of 15-minute neighbourhoods in which it is possible to live, work, shop, and age in place by among other things permitting corner stores, local retail, and live-work housing, and adding more local parks and universally designed amenities to include ageing populations and the quarter of Canadians who have a disability so that they too can participate in their community.
3. Restrict short-term rentals to ensure that rental homes are not once again removed

- from the rental market post-COVID-19.
4. Remove all mandatory minimum parking requirements for any new building.
 5. Prioritize the use of existing municipally-owned land and public funding to create affordable and accessible housing that incorporates universal design principles, remains affordable in perpetuity, and enables strategic public green space that supports increased density.
 6. Enact stronger restrictions on urban sprawl, including moratoria limiting additional, auto-dependent, suburban sprawl developments.

Accelerating the Decarbonization of our Transportation Systems:

7. Prioritize the transformation of existing streets and roadways for active transportation — both for the immediate, post-pandemic recovery period and as permanent measures — by adding additional space that meets the needs of pedestrians, individuals with mobility challenges such as the elderly and people with disabilities, and cyclists. This can be accomplished by incorporating protected bike lanes and the principles of universal design into a contiguous “everywhere-to- everywhere” network that makes cycling a safe mobility choice for people of all ages and abilities and every resident, in every neighbourhood.
8. Enhance transit service levels, recognizing that interim social distancing requirements will demand high levels of accessible public transit service on existing routes, since passenger limits on buses, streetcars, and subways will be required.
9. On major arterial roadways, transform curbside lanes to dedicated Bus Rapid Transit Priority Lanes, to offer a higher level of accessible service and to incentivize public transit usage as economies transition to normal.
10. Enact a moratorium on the construction and reconstruction of urban expressways, including those in process.
11. Enact congestion pricing policies, and dedicate 100% of the revenues to public transportation expansion.
12. Mandate a conversion timetable stipulating that 100% of taxi and ride-sharing vehicles will be electric.
13. Commit to making public bus fleets fully accessible and electrified.
14. Require all public sector vehicular fleets to be fully electrified (this can be achieved through a mass joint [Climate Mayors Purchasing Collective](#)) and, where possible, accessible.

Embracing Sustainability in our Built and Natural Environments:

15. End the dumping of untreated sewage outflows into lakes, streams, and waterways.
16. Enact a funded, detailed plan to achieve a 40% urban tree canopy.
17. Adopt universal design principles to ensure everyone — including an aging population and the quarter of Canadians who have a disability — can participate in their community.
18. Ensure 100% of municipal operations are powered by clean energy sources.

19. Require that all new government-owned buildings (federal, provincial, and municipal) achieve Net Zero Energy performance, and revise building codes to set higher energy efficiency and emissions standards that also incorporate the principles of universal design so that they are constructed in a manner that is accessible and inclusive, and will promote a diversified workforce.
20. Mandate a conversion timetable stipulation that all new large office buildings be emissions-free.

We cannot return to the old normal, when we already faced massive challenges and urgent crises. This declaration should be considered a starting point: a series of clear and distinct actions that Canadian municipalities can take right now to address the sustainability, mobility, and equity issues that the pandemic has highlighted.



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OPINION

It will take courage to enact the postpandemic change we need in Canada's cities

LISA HELPS

CONTRIBUTED TO THE GLOBE AND MAIL

PUBLISHED MAY 30, 2020

UPDATED JUNE 2, 2020

31 COMMENTS SHARE



Video player interface with play button, progress bar at 00:00, voice mode, and volume control.





Pedestrians walk along a street in Montreal on May 15, 2020. The city has announced it will close over 300km of streets to only bicycle and pedestrian traffic to encourage physical distancing.

RYAN REMIORZ/THE CANADIAN PRESS

Lisa Helps is the mayor of the city of Victoria.

COVID-19 has laid bare the vulnerabilities of Canadian cities for all to see. The number of people experiencing homelessness – so visible when everyone else is told to stay at home – means we need to take a more aggressive and inclusive approach to building affordable housing. And the very best way to prevent the spread of the virus is through physical distancing when out in public. Yet the majority of public space in cities has been dedicated to cars. This means we need to rethink and reorganize our public spaces.

Then there's climate change. Environmental economists estimate that global emissions might fall by 8 per cent in 2020 owing to COVID-19. This reduction has come with economic turmoil, job losses and the potential onset of a global recession. Yet the United Nations Environment Program estimates that we need to keep reducing global emissions by 7.6 per cent every year from 2020 to 2030 to keep temperature increases from reaching catastrophic levels.

How do we continue to cut emissions to save ourselves and the planet at the same time as creating good jobs and prosperity for everyone? How do we build back better and ensure that any recovery plan for our cities, provinces, country and world creates more resilient, prosperous and inclusive communities? [The 2020 Declaration for Resilience in Canadian Cities](#) – a manifesto and a call to action that has been signed by current and former mayors and premiers, city planners, civil society leaders, architects and real estate developers, business leaders and artists from across the country, as a pledge to renew our cities, postpandemic – outlines a clear, bold path. I've added my name to this declaration, because the time for courage is now.

Indeed, despite the Declaration's faith that cities will be able to enact its ambitious and practical goals – ensuring the responsible use of land, accelerating the decarbonization of our

transportation systems, and embracing sustainability in our built and natural environments – it won't be easy, in practice. "While some of the commitments ... will require a response from, and co-ordination with, provincial and federal governments for funding," it argues, "the majority of these recommendations require simply a reallocation of resources and a reassessment of priorities away from unsustainable, inequitable, costly approaches that are not viable over the long-term toward sustainable, cost-efficient, future-oriented approaches." These reallocations will not be simple, especially since many of the recommended actions are already in the planning or implementation stages in Canadian mid-sized cities such as ours – and are generating enormous controversy.

The Declaration calls for the updating of zoning policies, to "allow more households to access existing neighbourhoods by permitting and encouraging appropriately scaled multi-tenanted housing, co-housing, laneway housing, and other forms of 'gentle density' to be built, as-of-right, alongside houses in low-rise residential neighbourhoods." Last year, a group of Victoria residents took the city and a developer to court for the approval of a 22-unit town house project within a five-minute walk of a village centre. We won.

The Declaration also suggests prioritizing "the transformation of existing streets and roadways for active transportation both for the immediate, post-pandemic recovery period and as permanent measures by adding additional space that meets the needs of pedestrians, individuals with mobility challenges such as the elderly and people with disabilities, and cyclists. This can be accomplished by incorporating protected bike lanes and the principles of universal design into a contiguous 'everywhere-to-everywhere' network that makes cycling a safe mobility choice for people of all ages and abilities and every resident, in every neighbourhood."

Returning city streets from cars to people is a fraught activity for mayors and councillors across the country. In the last municipal election, Victoria's 32 kilometre All Ages and Abilities Bike Network was the ballot question. We won. But even still, my bike was vandalized multiple times. Council received thousands of e-mails. And our residents, for and against, kept the local paper full of letters to the editor.

Transformational change is not simple. For some people it feels like loss – loss of single-family-only neighbourhoods or the loss of the car as the privileged mode of transportation. Yet, as leaders of Canadian cities in a post-COVID world with potential climate catastrophe on the horizon, we must have the courage to confront this sense of loss and take bold action

nonetheless. We must do this to create cities that are good for people to live well, now and for the future. If not now – after everything that we've all been through – then when?

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OPINION

Careful, Canada. Don't get too smug about doing a better job fighting climate change than the U.S.

THE EDITORIAL BOARD



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351 King Street East, Suite 1600, Toronto, ON Canada, M5A 0N1

Phillip Crawley, Publisher

Attachment 2:

Station Design Response Summary to

“It’s GO Time - Community Engagement” Survey and Council Workshop/Community Focus Group Feedback

This document has been prepared in conjunction with the Partisan’s design team who used the questions and findings below to develop design evaluation criteria and input into the station design concept presented to Council on June 24, 2020.

The design response to each question of the survey is shown in *bold italics* following each section of the survey.

Project timeline: November 26, 2019 – January 31, 2020

Total page visits: 2,600

Engaged visitors: 490 (survey respondents)

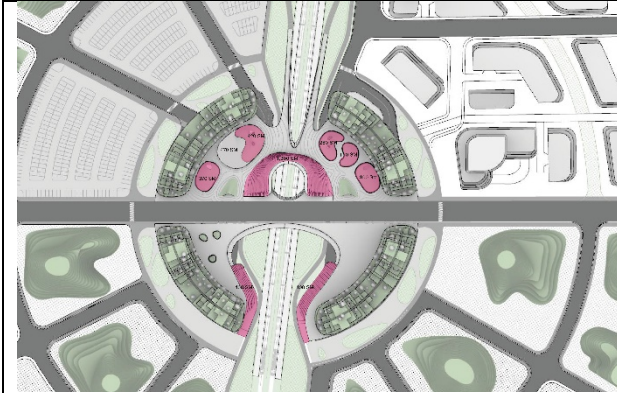
Informed visitors: 891

Aware visitors: 1900

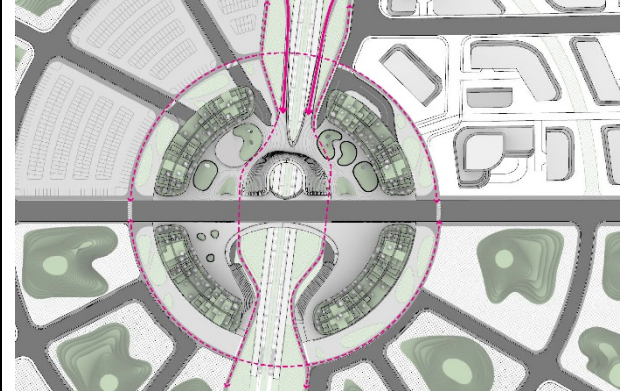
Question 1: What amenities and activities would you like to see at the future Innisfil GO Station? Think about how you would like to see features such as parks, playgrounds, trails, public art, seating, shops, restaurants and parking lots integrated within the station.

| Top 20 amenities that survey respondents feel are the most important | |
|--|---|
| <p>1. Parking – 195 Residents expressed parking as a top priority and the importance to “get it right.” Accessible, ample parking that is cheap or free for residents (the way IBP operates) would be beneficial. An indoor parking garage that is numbered was mentioned on multiple occasions. Underground parking is another preference in order to protect the precious greenspace.</p> <p>Design Response: A total of 500 parking spaces have been provided in temporary surface parking lots in the NW quadrant as per Metrolinx</p> | <p>2. Food/Restaurants – 168 Having food options available is a must. Participants identified various options, from organic, healthy, “smaller shops” to a McDonalds, fast-food options, or food trucks. On the opposite end of the spectrum, many respondents also wanted a full-fledged dine-in restaurant or a grocery store available to pick up necessities before going home.</p> <p>Design Response: <i>Mixed-use towers adjacent to the station provide large leasable and flexible space at both ground and plaza levels that can be</i></p> |

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| <p>(1 con't) requirements. These surface parking lots will be replaced by development in later phases of the project. At that time parking requirements will be reassessed and included in the building design if required.</p> | <p>(2. con't)used for various programming including retail space for food and restaurants.</p> |
| <p>3. Retail Options – 127 Residents wanted shopping opportunities on both ends of the scale. Some wanted little local shops or convenient stores, while others wanted a Shoppers Drug Mart and an entire mall. One participant specifically expressed having a mall similar to Market & Co at Upper Canada in Newmarket.</p> <p>Design Response: Mixed use towers adjacent to the station provide significant leasable space at both ground and plaza level that is flexible for various scales of programming such as retail, cultural and office. There is an opportunity for anchor retail at track level, such as large grocery or pharmacy.</p> | <p>4. Coffee Shop – 102 A very specific desire for a coffee shop was made evident.</p> <p>Design Response: Mixed-use towers adjacent to the station provide leasable space at both ground and plaza level that can be used for various programming including retail space for coffee shops.</p> <p>A cafe has been included inside the station building as well.</p> |
| <p>5. Park/Playgrounds – 98 Participants mentioned parks many times, with specific reference to a splash pad/water park as well.</p> <p>Design Response: Incorporated in the 4,000SM public plaza, the design includes 4 green “hills” that can be programmed as playgrounds and sitting space. An additional 3,500SM of public space could be provided on the south side of 6th Line with a focus on sitting areas and public art (subject to future design).</p> | <p>6. Trails – 82 Walking, biking, and hiking trails were preferred in order to “keep that country feel” and prioritize pedestrian and bike access. Residents would also appreciate a way to connect from neighborhood subdivisions.</p> <p>Design Response: The design includes a multi-use trail (MUT) that runs parallel to the tracks and proposed linear park, crossing underneath the 6th Line bridge to create an uninterrupted trail. The MUT also connects to a pedestrian ring road</p> |



located 120m (<2 min walk) from the center line of the train, and acts as a boundary for the station complex on both North and South sides. This trail also connects to ramps at the north edge to allow for direct access into the plaza.



7. Seating – 75

Ample seating that is accessible, attractive, and comfortable is a priority. Indoor seating or covered spaces were also mentioned as a way for travellers to stay out of the cold while waiting for the train.

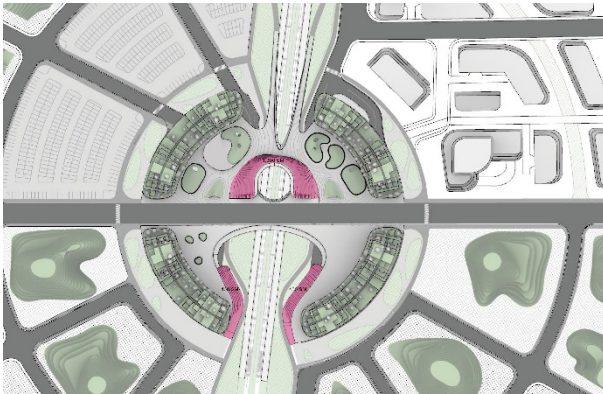
Design Response: The station is designed so that all 1,300SM of roof space can be used for seating and landscaping. Incorporated in the 4,000SM public plaza, the design includes 4 green “hills” that can be programmed as playgrounds and sitting space. Additionally, the public space could be planned for the south side of 6th Line and includes 800SM of stepped seating down to the track level that allows people to sit and

8. Public Art – 47

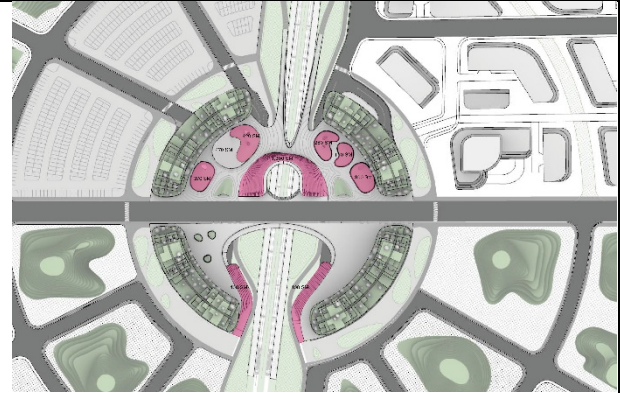
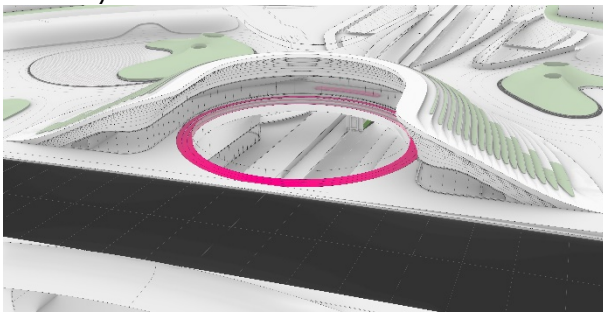
Art that is representative of Innisfil would be appreciated. Participants wanted “something to see or do while waiting” such as observing sculptures, paintings, or community talent.

Design Response: The design includes over 4,000SM of public space on the North side of 6th line and potentially 3,500SM on the South side (subject to further design). These spaces are programmed with green “hills” that act as a stage for public art and performances. The south plaza includes stepped seating down to the tracks that allows people to watch the passing trains, turning them into a form of public art.

watch the trains.



Indoor seating is provided inside the station in the waiting areas as well as along the north edge with a view of the tracks below. Outdoor seating is provided along the oculus of the station, allowing for views down to the tracks. (Seating highlighted in pink below)



9. Greenspace – 36

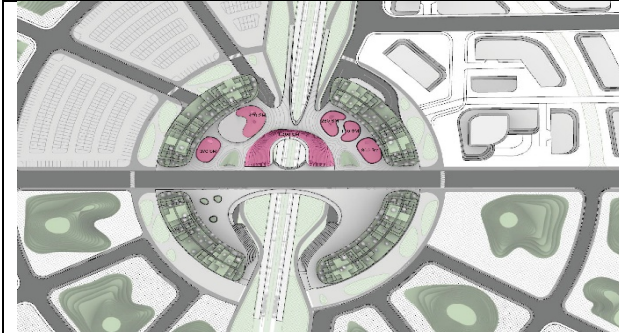
Protecting agricultural space as much as possible would be beneficial. The idea to make this space “beautiful” was mentioned many times, in addition to incorporating “green roofs” to make up for what might be lost.

Design Response: A total of 1,540 SM of greenspace is provided in the North plaza in the form of green “hills”. The station roof will be a combination of seating and landscaped greenspace. (greenspaces highlighted in pink below)

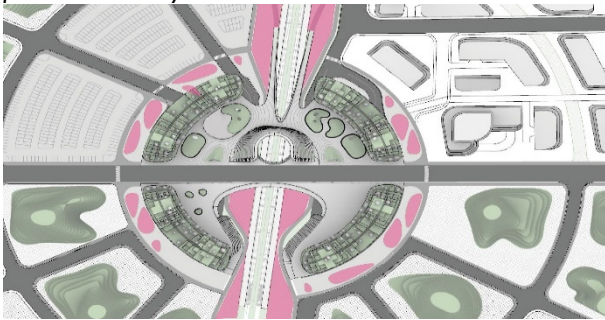
10. Indoor Space – 34

An indoor area to provide a warm place during the winter is preferred. For instance, having a heated or bad weather shelter.

Design Response: The station includes indoor waiting areas at both plaza and track level, as well as a covered waiting area on plaza level. The spaces can be flexible to provide ‘pop-up’ cultural activities and civic events.



Additionally, at track level
As presented in the original Orbit vision, there is a continuous green linear park that runs parallel to the tracks. This linear park connects to greenspace along the pedestrian ring road. (greenspaces highlighted in pink below)



Finally, the mixed-use towers include articulation that promotes terracing and plantings at most levels.

Canopies for the riders waiting for the train are integrated into the ramps along the north edge of the plaza.

11. Bike racks/repair stations – 30

Making room for active transportation is a must. Incorporating secure bicycle parking, bike racks, and bike repair stations were all discussed. Adding bicycle or e-bike rentals was also suggested.

Design Response: As per Metrolinx requirements, secure bike storage for up to 16 bikes (24SM) has been provided at the track level, as well as covered, outdoor storage for 80 bikes. The station design doubled the Metrolinx requirement plus provides

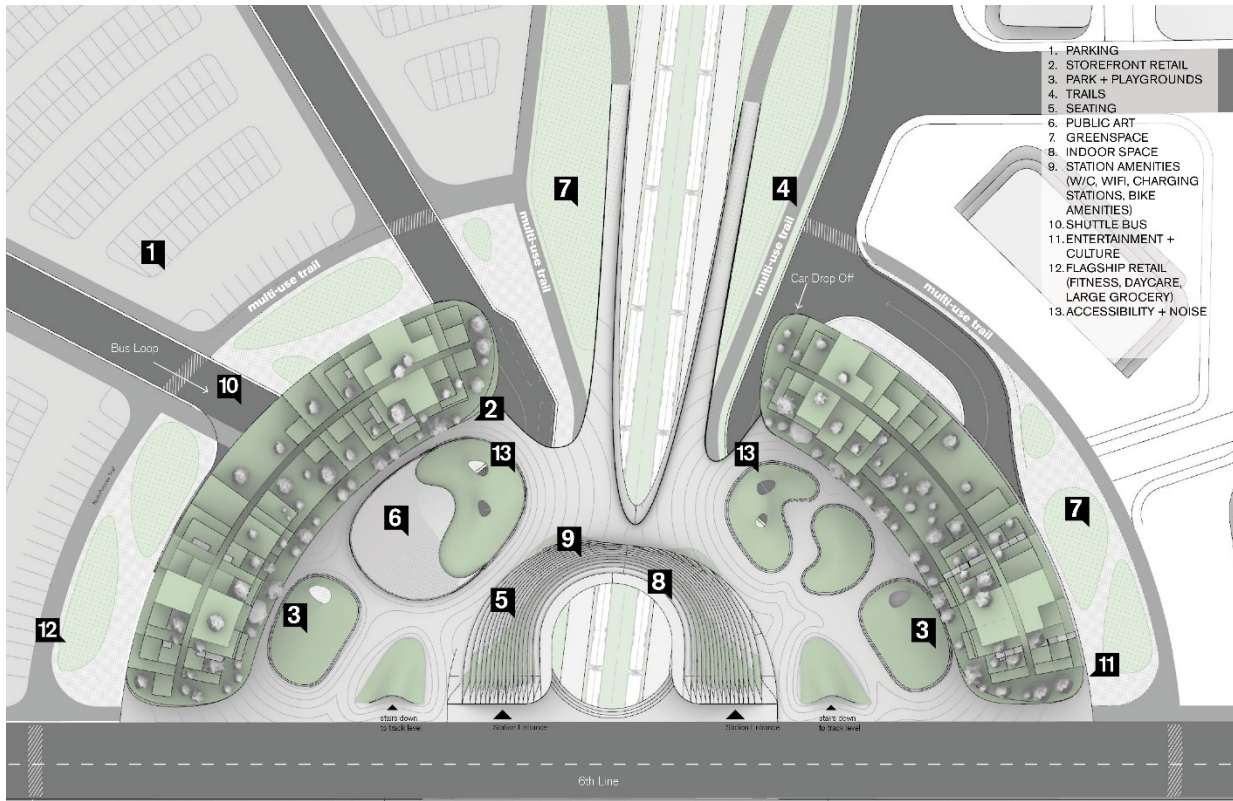
12. Washrooms – 21

Ample, modern washrooms that are accessible are a must. Various participants expressed the need for washrooms to accommodate more than one person.

Design Response: As per Metrolinx requirements, the station includes 1 women's washroom with 2 WC, 1 men's washroom with 1 WC/1 urinal and 1 universal washroom. Detailed design will also consider best practices resulting from the pandemic.

| | |
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| <p>(11. con't) <i>additional bike storage (total 240 SM) in the surrounding mixed-use blocks at track level. Additional bike storage and support facilities will be assessed during the detailed design process.</i></p> | |
| <p>13. Shuttle/bus – 19 A shuttle to Alcona and the Tanger Outlet Mall in Cookstown was mentioned, as well as rideshare integration and car-pooling. The possibility for UBER to get priority parking access was also suggested.</p> <p>Design Response: <i>A bus loop has been integrated in the North-West quadrant of the plan, running underneath the elevated plaza and dropping off adjacent to the station at track level. This item has been evaluated in the criteria matrix and determined the best location to be in the North-West quadrant. Metrolinx and the County of Simcoe will be consulted during the detailed design process to ensure their needs are met. In addition, space will be accommodated in the design for future transportation links and modes.</i></p> | <p>14. Wi-Fi/charging stations – 18 Free Wi-Fi would be beneficial, especially to check the train status as well as use Presto on mobile. Charging stations for phones is a bonus as well.</p> <p>Design Response: <i>Wi-fi and charging stations will be integrated throughout the station. Technology planning is one of the four principles of the station design process.</i></p> |
| <p>15. Entertainment – 17 Having something fun to do or keep busy would be appreciated. A movie theatre was mentioned above all other forms of entertainment. A driving range or a Dave & Busters were also mentioned.</p> <p>Design Response: <i>The design considers entertainment on several levels, including cultural and recreational. The mixed-use blocks</i></p> | <p>16. Recreation space – 15 A basketball court, ice rink, or other recreation opportunities were mentioned.</p> <p>Design Response: <i>The design considers entertainment on several levels, including cultural and recreational. The mixed-use blocks surrounding the station are designed to provide at grade cultural programming such as market space,</i></p> |

| | |
|--|--|
| <p>(15. con't) surrounding the station are designed to provide at grade cultural programming such as market space, gallery space and community space. Entertainment is also provided through active, greenspace in the plaza and along the rail line.</p> | <p>(16. con't) gallery space and community space. Entertainment is also provided through active, greenspace in the plaza and along the rail line.</p> |
| <p>17. Electric car charging stations – 12 A dozen participants identified car charging stations as a need in planning for the future.</p> <p>Design Response: refer to evaluation criteria to capture the survey answers and the resulting design response into the concept plan...</p> <p><i>Electric car charging stations will be integrated into the surface parking as well as underground parking connected to the mixed-use residential blocks. Accommodating 'next' generation EV infrastructure will also be considered (e.g. induction charging)</i></p> | <p>18. Fitness Centre – 11 Staying active by incorporating a gym or public exercise machines would be beneficial.</p> <p>Design Response: <i>Mixed-use towers adjacent to the station provide large leasable spaces that are flexible for a variety of uses at both ground and plaza level that can be used for various programming including a fitness centre. The design prioritizes providing active, recreational space both indoors and outdoors. Outdoor spaces can accommodate public exercise machines.</i></p> |
| <p>19. Daycare – 8 Having childcare central to the GO train would be useful for parents as a convenient drop-off on their way to work. A “dog daycare” was also mentioned.</p> <p>Design Response: <i>Mixed-use towers adjacent to the station provide large leasable and flexible spaces at both ground and plaza level that can be used for various programming including daycare.</i></p> | <p>20. Accessibility/Noises – 7 “‘It would be neat if you had lots of different communication options such as braille, pictures, touch screens incorporated in parks/playgrounds”</p> <p>Design Response: <i>The design of the public plazas includes landscaped hills that act as noise and wind buffers for the public space. Accessibility standards will be incorporated into the design of the station. Integrating technology into 'next' park design will maximize communications options.</i></p> |

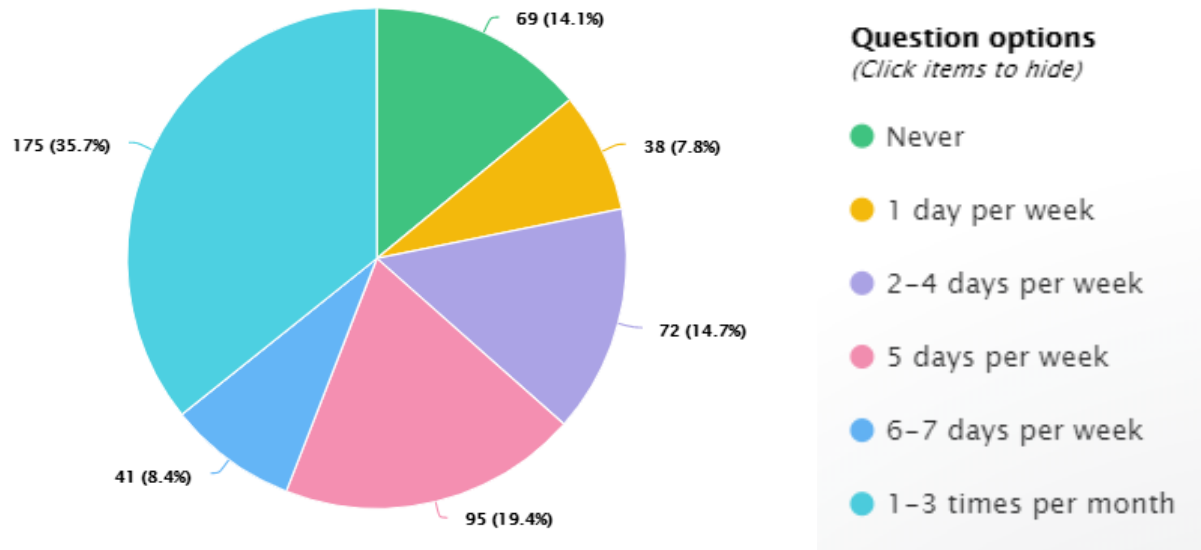


Question 2: Please rank your preference for how you would like to get to the Innisfil GO Station (1 is what you prefer most and 7 is what you prefer least).

| | |
|--------------------------|------|
| 1. Car | 2.44 |
| 2. Shuttle bus | 3.70 |
| 3. Walk | 3.73 |
| 4. Bike | 3.98 |
| 5. Carpool | 4.01 |
| 6. Rideshare (Uber) | 4.08 |
| 7. None of these options | 6.04 |

Design Response: The transit loop at track level will be designed to accommodate other modes of transit including busses. Walking, biking and ridesharing facilities are dispersed through the development to promote their use.

Question 3: Based on the current level of peak hour one-way GO train service (morning and evening), on average, how often do you expect to use the Innisfil GO Station?



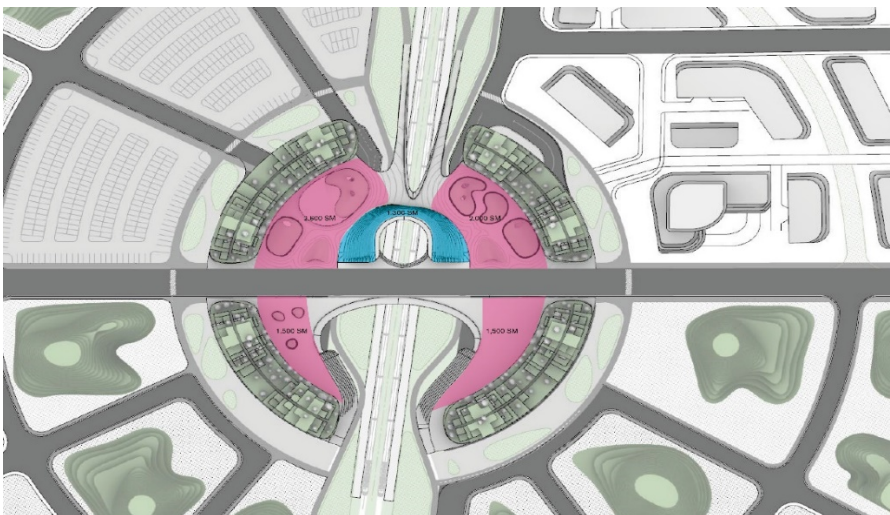
Design Response: This information reinforces the need for the GO station. Approximately 85% of residents intend to use the GO train service. As a result, the Station design and Orbit vision embrace the rail infrastructure to promote its use.

Summary of Council Workshop
and Resident Focus Group Feedback from May 20, 2020

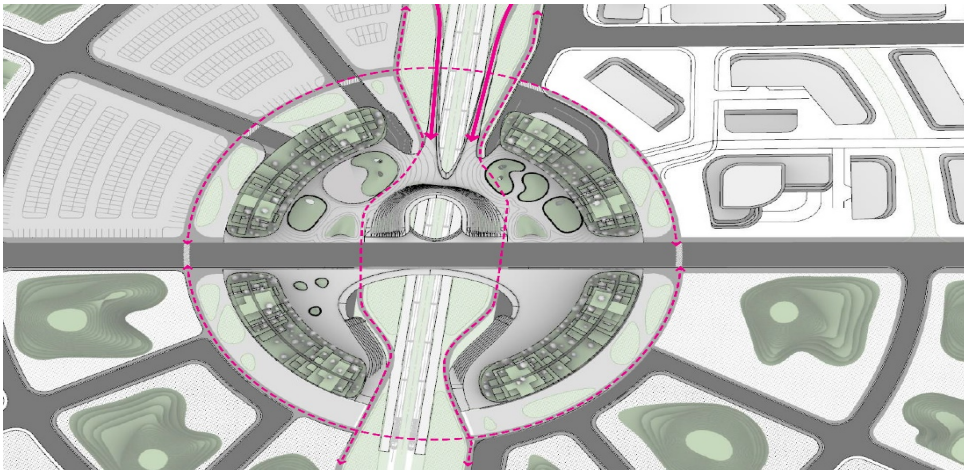
Please note that no additional written or verbal comments were received in the week following to May 29.

Comment summary and **Design Response:**

1. Did the design incorporate a curved or straight bridge deck?
Both a curved and straight bridge deck were considered. Both options were evaluated through the comprehensive criteria matrix and with input from consultants - a curved bridge was determined to be the best solution.
2. There was support for the flex space for retail, cultural and office uses that can evolve with changing nature of land uses and pandemic planning. Mixed-use towers adjacent to the station provide large leasable and flexible space at both ground and plaza level that can be used for various programming such as retail, cultural and office.
3. Recognition of the importance to program the space to activate the areas around the station. The design includes over 4,000SM of public space on the North side of 6th line, including 1,300SM of sitting and landscaped area on top of the station roof. This is comparable in size to Yonge + Dundas Square. There can also be an additional 3,500 SM of public space and seating provided in future phases in the plaza on the South side of 6th Line.



4. Reiterated the importance of cycling and alternative modes of transport. Need for integrated transit modes (e.g. bus drop off) The design includes a multi-use trail (MUT) that runs parallel to the tracks and proposed linear park, crossing underneath the 6th Line bridge to create an uninterrupted trail. The MUT also connects to a pedestrian ring road located 120m (<2 min walk) from the center line of the train, and acts as a boundary for the station complex on both North and South sides. This trail also connects to ramps at the north edge to allow for direct access into the plaza.

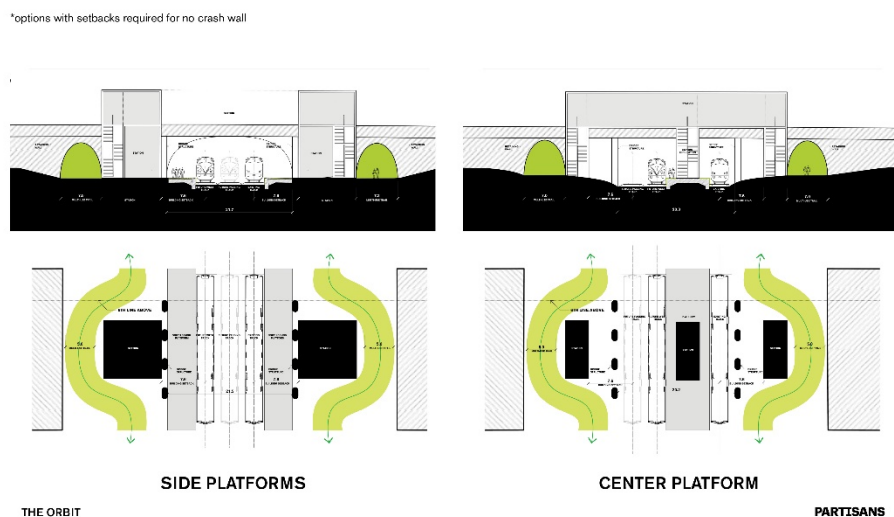


5. User experience important for GO passengers particularly in winter and post Covid. (e.g. Sheltered spaces, seasonal wind breaks) The design of the public plazas includes landscaped hills that act as noise and wind buffers for the public space. Canopies for the riders waiting for the train are integrated into the ramps along the north edge of the plaza. Additionally, waiting areas are provided inside the station both at plaza and track level. Lightweight shelter options to provide greater weather protection will also be considered during detailed design. Pandemic design practices are evolving but will also be considered (e.g. one-way pedestrian flows, wider connection, common space design, etc.)
6. Confirmation of who will own and operate the facilities? Adds to the importance of looking at higher upfront costs to reduce long term operating costs and environmental impact. There will be a variety of owners and operators as a result of the integrated mixed-use nature of the development. The primary operators will be the private sector and Metrolinx. However, there will be community facilities included in the

development. Integration of sustainable features will be considered for long-term operating savings.

7. Inclusion of 3rd track expansion.

The design includes a future 3rd track that will act as a passing track, located in between the north and southbound tracks, as per Metrolinx recommendation. Location of this line, as well as consideration for side platforms or a central platform were evaluated in the criteria matrix. Results did not weigh heavily in favour either way, and as a result the station has been designed to adapt to either option. Both options allow for MUT to continue through.



8. Reinforcement of piazza concept including an additional level above the 6th Line.

See *Item #3*.

The design includes over 4,000SM of public space on the North side of 6th line, including 1,300SM of sitting and landscaped area on top of the station roof. This is comparable in size to Yonge + Dundas Square. There can also be an additional 3,500 SM of public space and seating provided in future phases in the plaza on the South side of 6th Line.

9. Parking at grade considered interim solution. A total of 500 parking spaces have been provided in temporary surface parking lots as per Metrolinx requirements. These surface parking lots will be replaced by development in later phases of the project. At that time parking requirements will be reassessed and included in the building design if required.

10. Maximize the integration of Orbit into Sleeping Lion. Part of Phase 4 and all of Phase 5 of Sleeping Lion development adjacent to the station has been re-imagined to incorporate similar ring road systems to the original Orbit vision. Buildings will be designed to maximize terracing and green space available, aligning with the vision for the Orbit.
11. Keep space available for future infrastructure such as roads until urban model of development is well entrenched. The concept design has actively considered the requirements of future infrastructure. The project design evaluation criteria were applied to maximize opportunities for evolving infrastructure needs over the life of the project.
12. The need for future connections across the rail line for vehicles and people to avoid fragmentation. The Station and 'Center of Mass' surrounding development integrates both track and plaza levels. Future connections north and south as part of the Orbit secondary planning process (OPIP) will be maximized to prevent fragmentation.
13. Metrolinx needs to be connected to the design. Metrolinx has been part of the concept design discussions to date. Furthermore, the detailed design will have to go through detailed Metrolinx review to confirm that the station meets all operational requirements.
14. Potential impact of 6th Line interchange and role in the tipping point from rural to urban reimagined (urban). How to avoid car centric culture in the interim? How to make transit the primary mode of transportation and use parking as a transitional use? The Orbit and Station will need to evolve given the long-term nature of the design. Initial phases of the Station and Orbit will look at car use but the longer-term plan will look at a gradual phase out of auto dependency.
15. Is it more efficient/ cost effective to use the 6th Line as a bus/transit drop off rather than a dedicated loop?
This item has been evaluated in the criteria matrix and determined the best location to be in the North-West quadrant. Ride share drop off options could be accommodated along the 6th Line.
16. Financial and market conditions will result in changes to the design. Yes – the design has to strike a balance between building the city of the future and being economically feasible. A Finance working group will form part

of the project to push what is possible. Orbit has the potential to create a new housing and job market which will help fund new approaches to planning and building.

17. More flexible non-residential spaces to meet market demand especially those served by rail station and resulting pedestrian flow.

See item #2.

Mixed-use towers adjacent to the station provide large leasable and flexible space at both ground and plaza level that can be used for various programming such as retail, cultural and office.

18. Need for affordable housing options supported by density. Affordable housing will be required in the development consistent with the Town's Official Plan and best practices. The other dynamic of this principle is the socio-economic sustainability of the Orbit and an understanding of the need for attainable housing in our community. That residential mix is baked into the fundamental design guidelines that the complete community requires all these elements to thrive.

19. There is a need for greener infrastructure. Sustainability is one of the four central principles of the Station and Orbit. These elements and specific targets will be included in the detailed design and implemented through a Sustainable working group.

20. Preference to see opportunities for smaller, higher quality outdoor spaces for individuals complemented by larger trail and park systems. The design incorporates a linear park running parallel to the tracks (as proposed in the original Orbit masterplan vision), as well as smaller pockets of greenspace on the plaza, designed as green "hills". These spaces will include playgrounds, landscaped hills, seating, open space for town-hall meetings, and public art integration.

21. Will the opening of the station be delayed? No – the station is remains on schedule to begin construction in 2022.