



**GREEN INFRASTRUCTURE
CONNECTING COMMUNITIES**



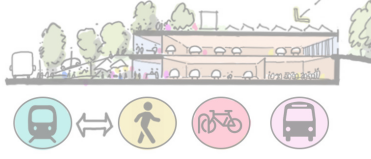
**GENTLE DENSITY,
MIXED BUILDING TYPOLOGIES**



**SMART PUBLIC TRAVEL - LOOPED AUTONOMOUS
BUS ROUTE LINKING COMMUNITIES,
ACTIVATING STREESCAPES**



Sajecki Planning
WestonWilliamson+Partners
HATCH **Innisfil**



Orbit Potential and Innovation Plan

Secondary Plan_Design Development Update

Work in Progress | 2022.10.27



RESIDENTIAL LED MAST



CONTENTS

Process to Date

Site Parameters

Design Principles

Secondary Plan Schedules (Work in Progress)

- Public Realm
- Land Use
- Building Form
- Mobility

Secondary Plan Contents

Population/Jobs Summary

Servicing Plan

Process to Date Where we are

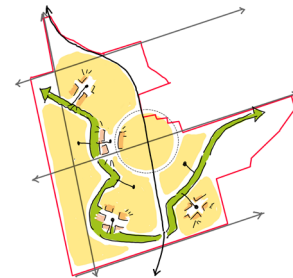
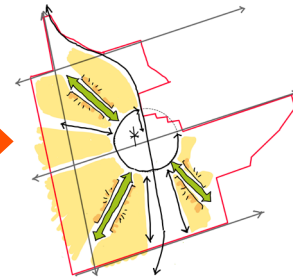
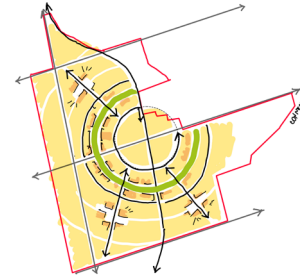


Partisan's concept visual

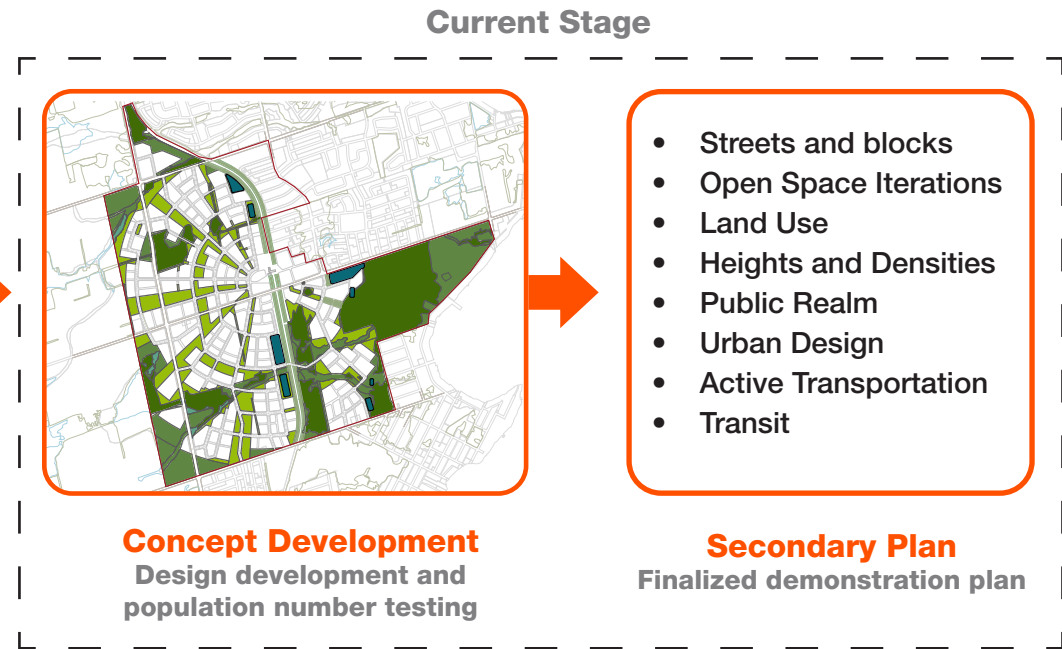


Discussion Paper

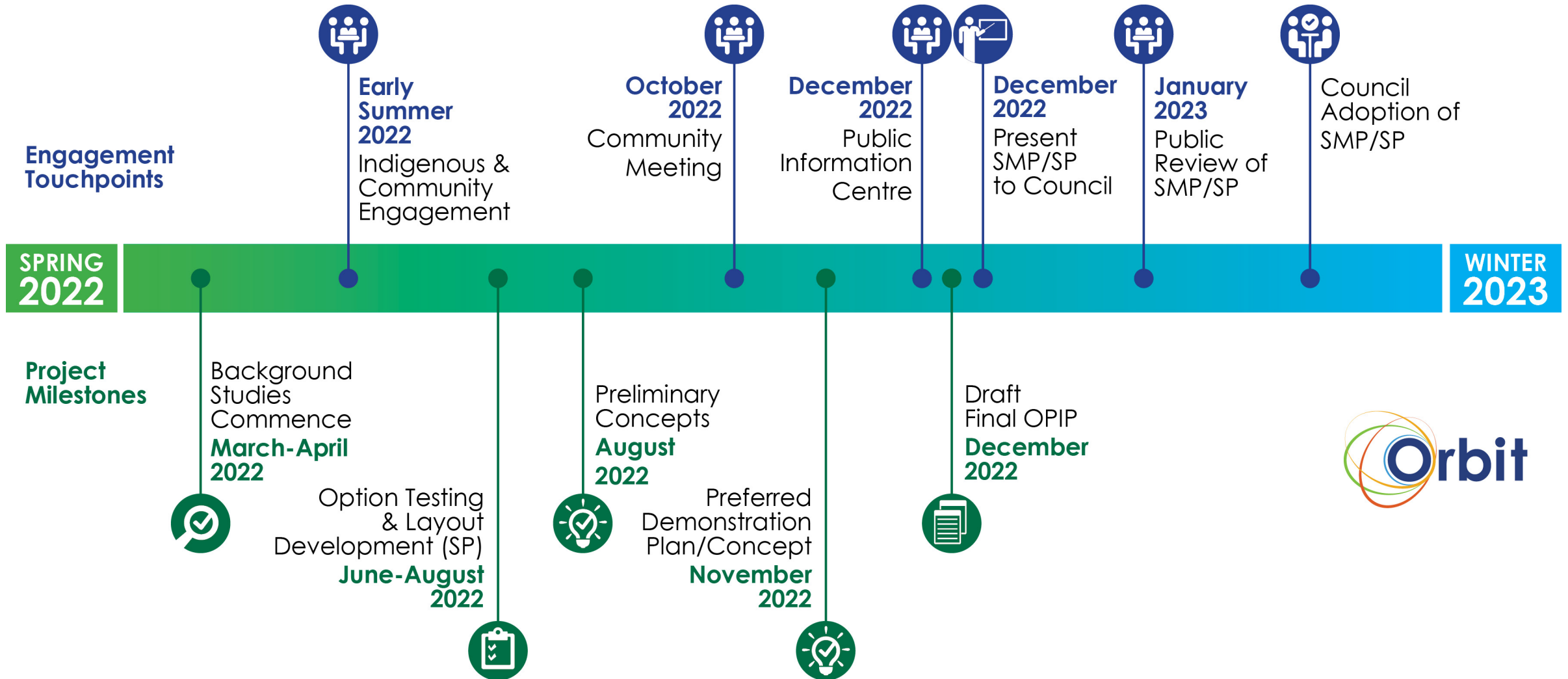
Key themes to be explored with the design implementation



Strategies and Concepts
Exploration of three concept designs



Orbit Timeline & Engagement Touchpoints





What we've heard so far...

entertainment natural heritage
 natural features recreation
 agricultural protection active transportation
 affordable housing civic space
 european design building density
 cultural diversity strategic planning



SITE PARAMETERS

Site Parameters Summary



Assumptions

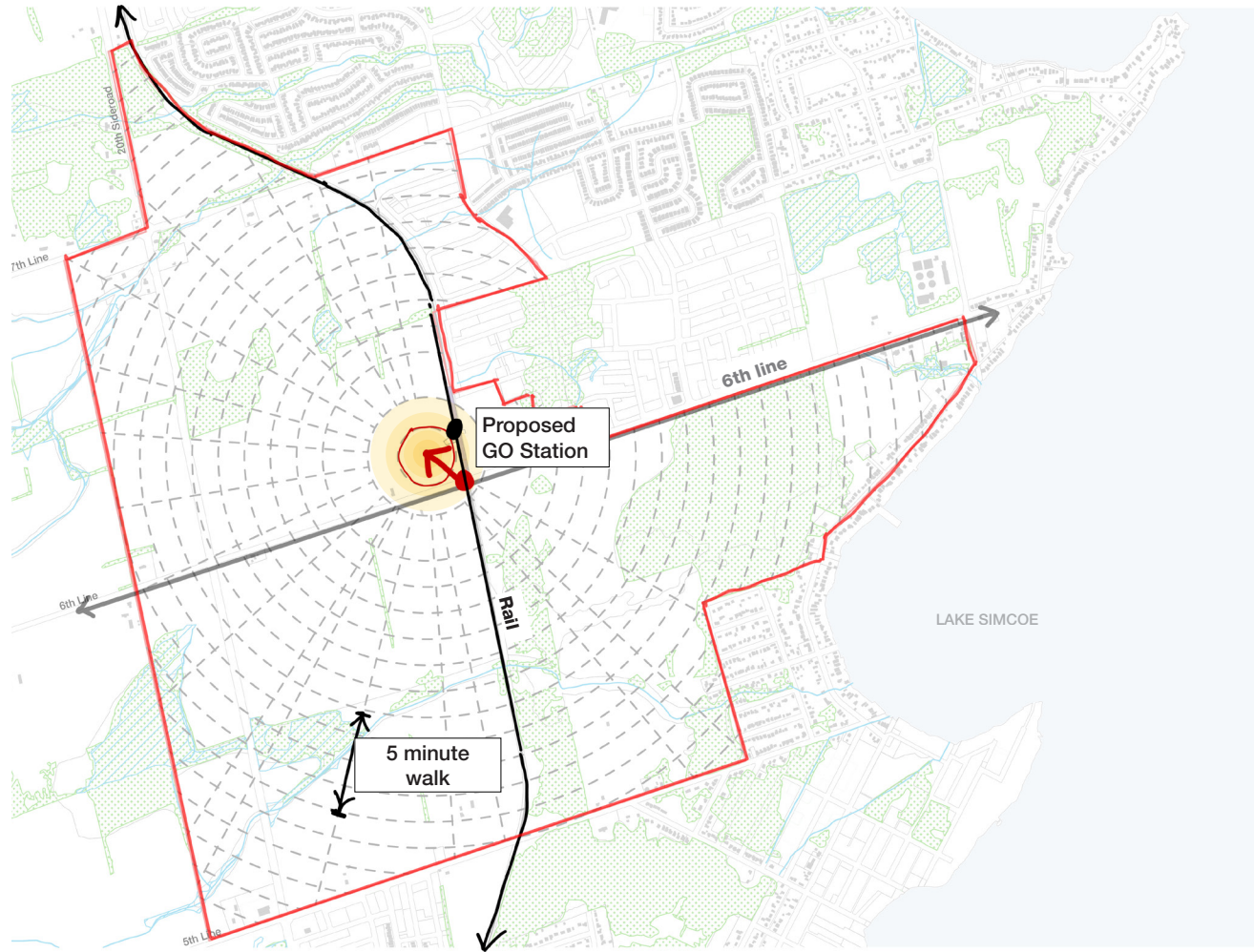
- Development may be permitted within the Official Plan Natural Heritage System and Lake Simcoe Region Conservation Authority regulated area as long as development in those areas does not negatively impact the natural heritage system or Lake Simcoe

- Watercourses
- Natural Environment Areas
- Provincially significant wetlands
- Unevaluated Wetlands
- Woodlands
- Official Plan Natural Heritage System

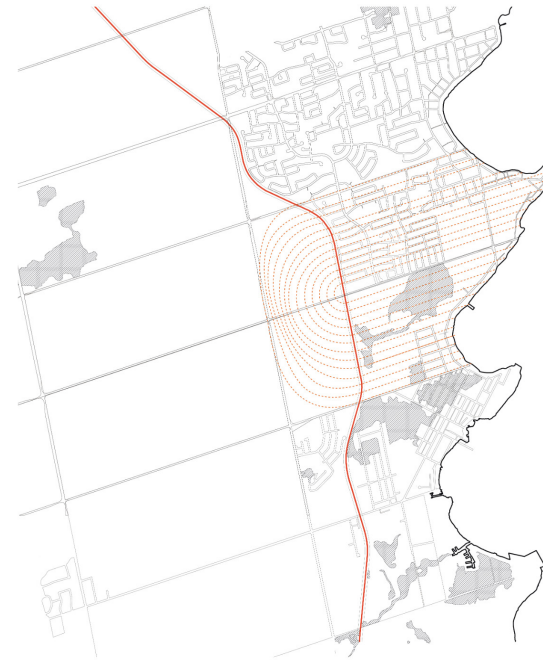
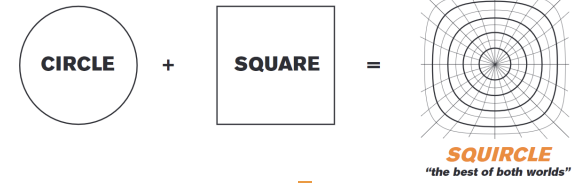


DESIGN PRINCIPLES

Design Principles Orbit Grid



Partisans scheme grid

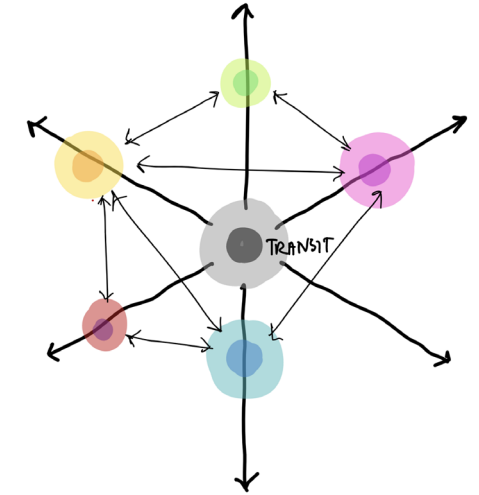
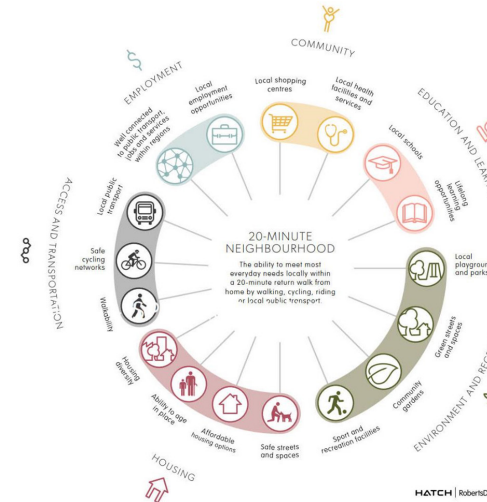


Concentric grid as part of the 'Orbit Principles'

Shifted focal point to move away main public square from infrastructure intersection and connect it to the proposed GO station

Grid as organizing geometric principle for the layout

Design Principles '15 minutes districts'

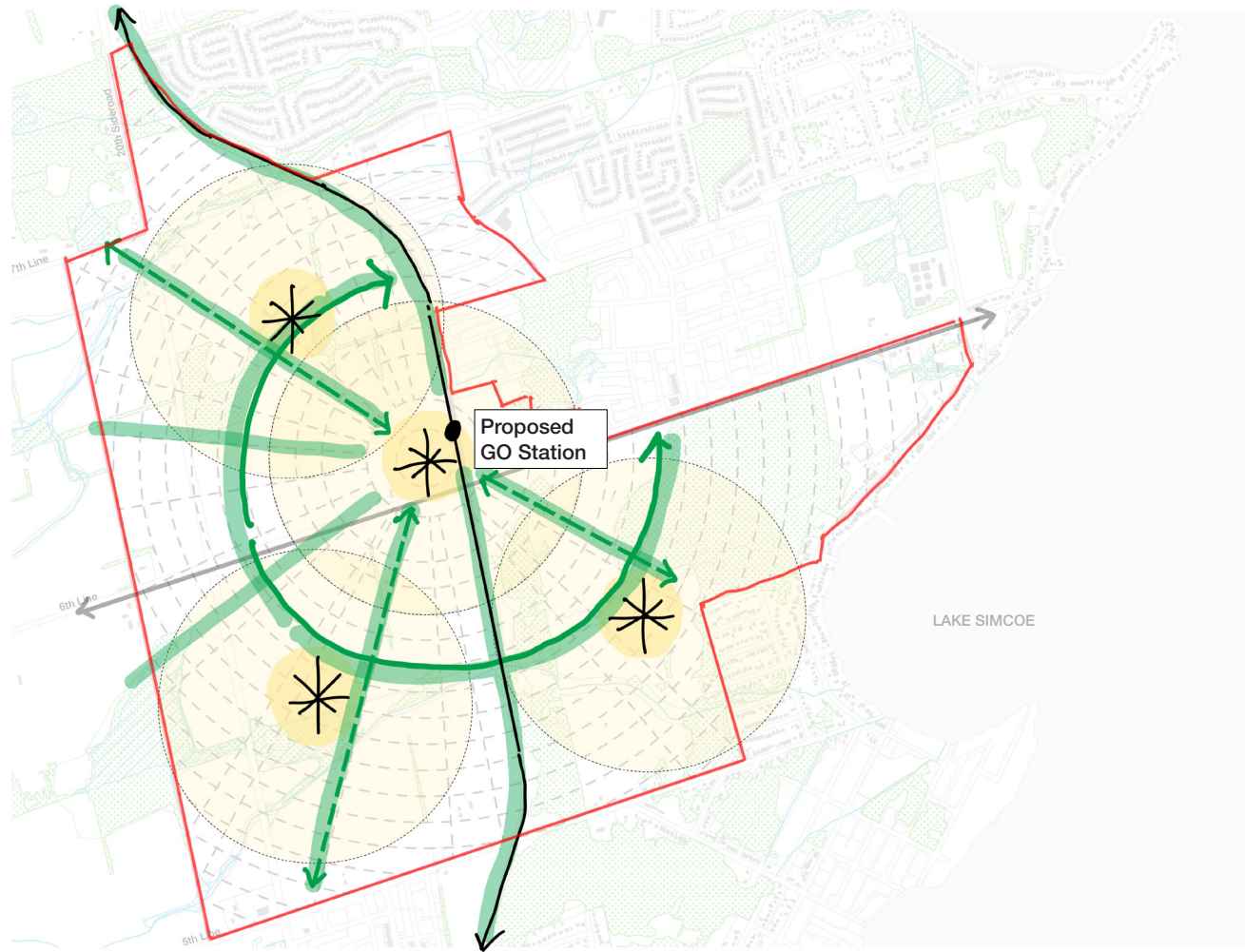


Potential Orbit 'districts' based on the '15 minute city' accessibility

Commercial, community uses and transit located within walking distance from satellite centres

Identification of four key 'districts'

Design Principles Open Spaces and Natural Features

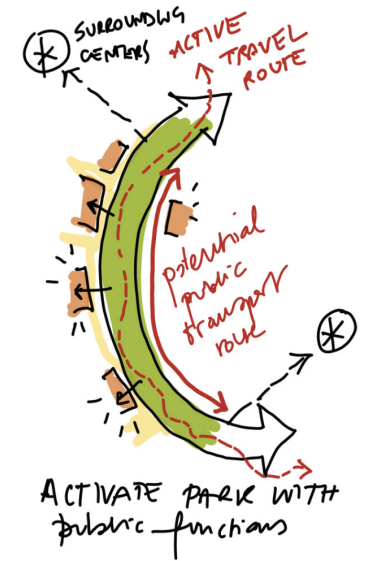


'Start with the park' - enabling connectivity to proposed and existing natural features (following also from engagement feedback)

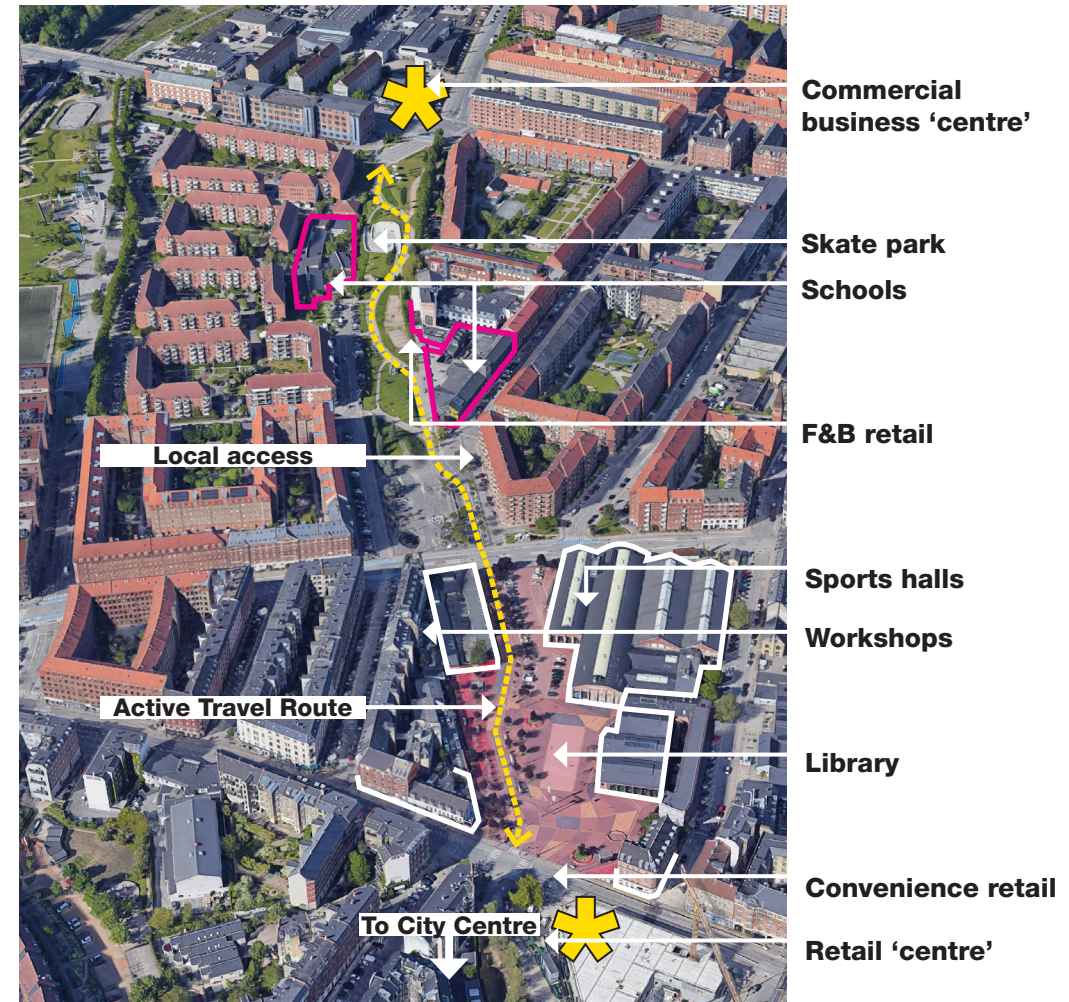
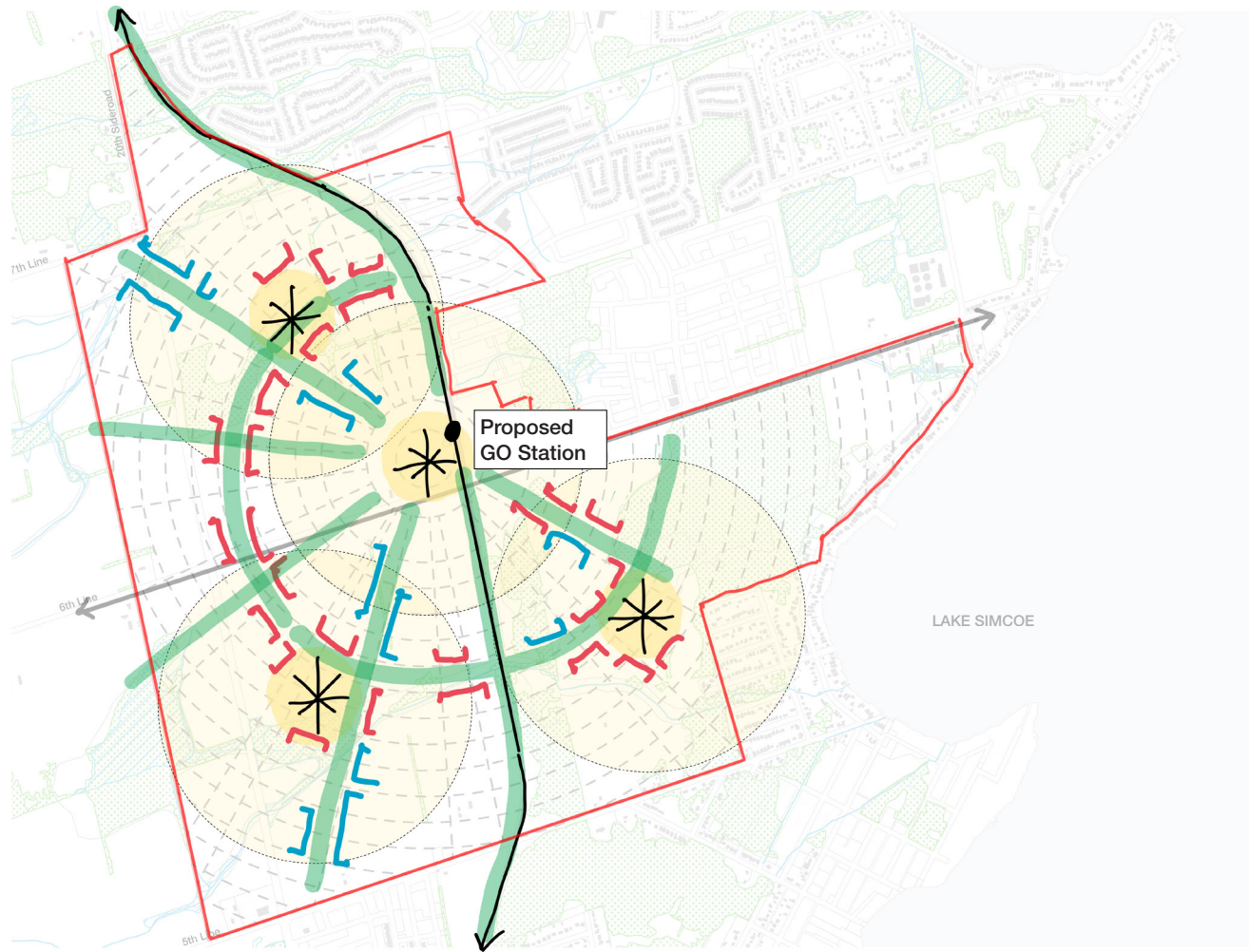
Organizing principle giving structure to the plan - key focus on public space

Orbital element key connector and movement corridor between districts

Arterial spines to provide public amenity to the different districts and to activate movement corridors

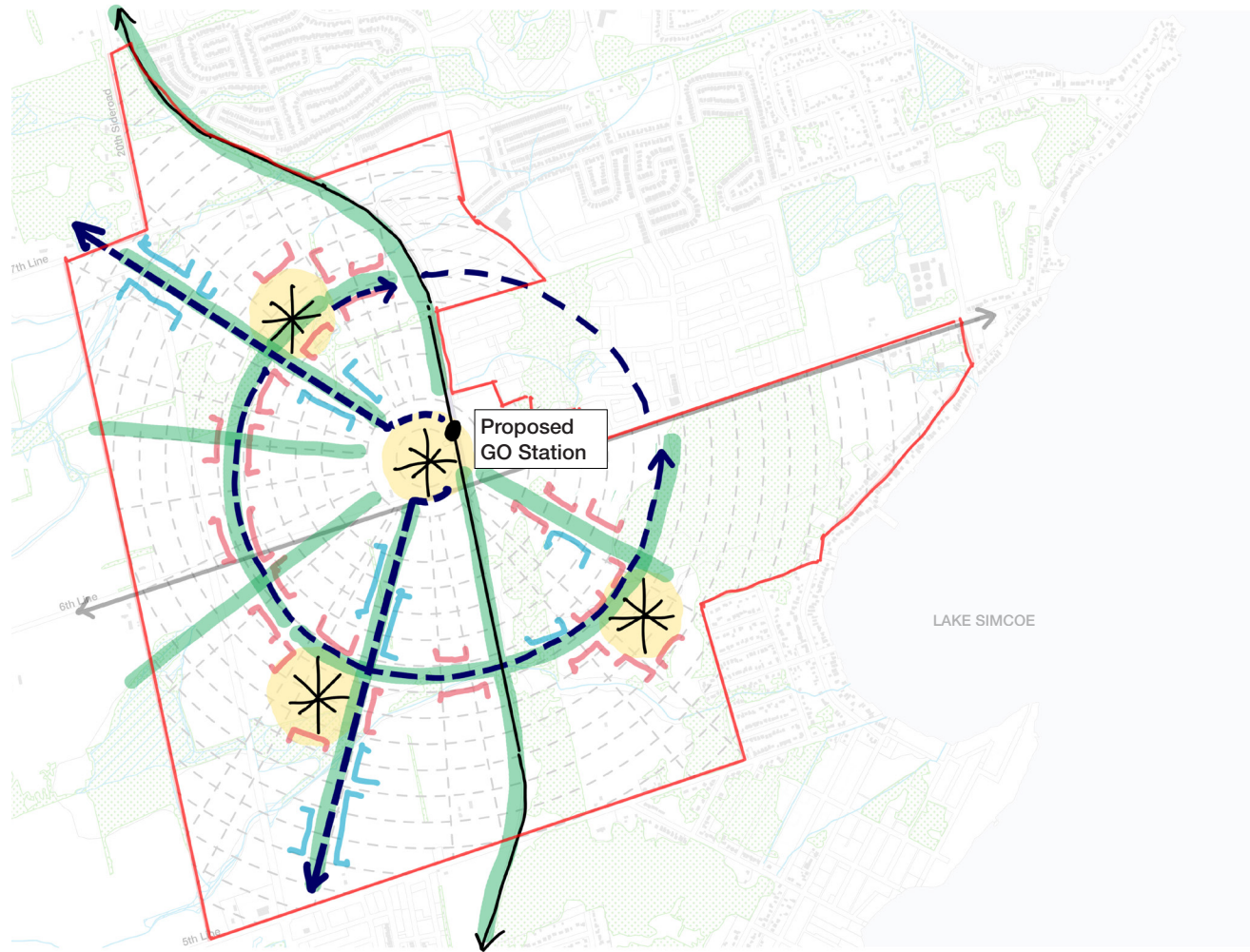


Design Principles Activating Street Fronts



Superkilen, Copenhagen - Urban Centre movement corridor/Leisure/Sport

Design Principles Public Transport



Movement corridors with central public open spaces + different characters and functionality



Gran Canal linear park, Mexico City - hybrid hardscape-softscape with leisure / sports and community uses



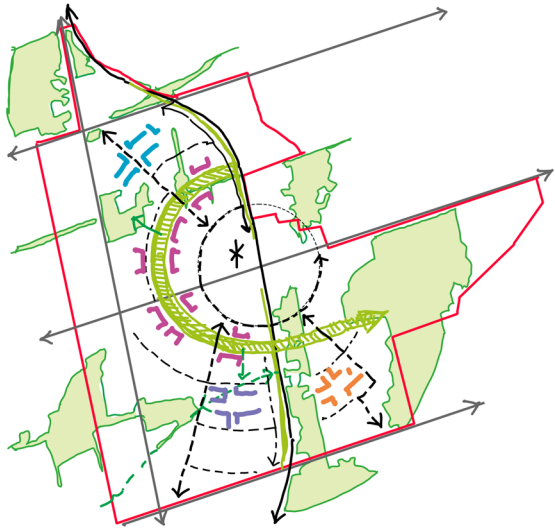
La Rambla, Barcelona - hard surface / public space with focus on retail and food/ restaurants



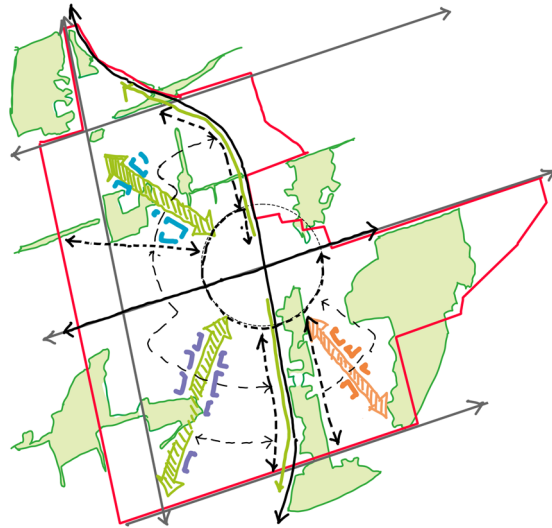
Promenade du Paillon, Nice - green spine giving access to major civic functions (theatre, museum etc)

SCHEDULES - PUBLIC REALM

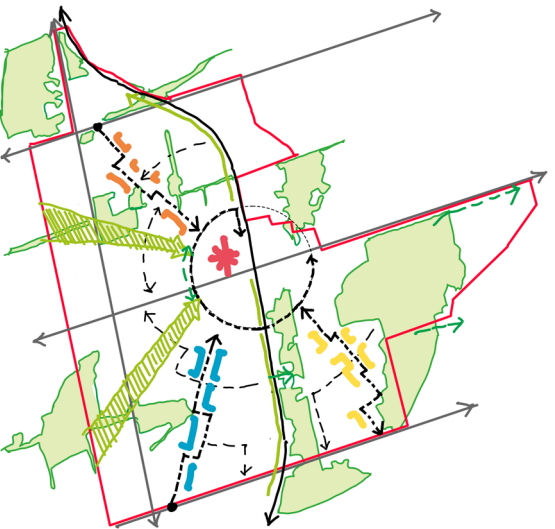
Schedules - Public Realm Open Space Iterations



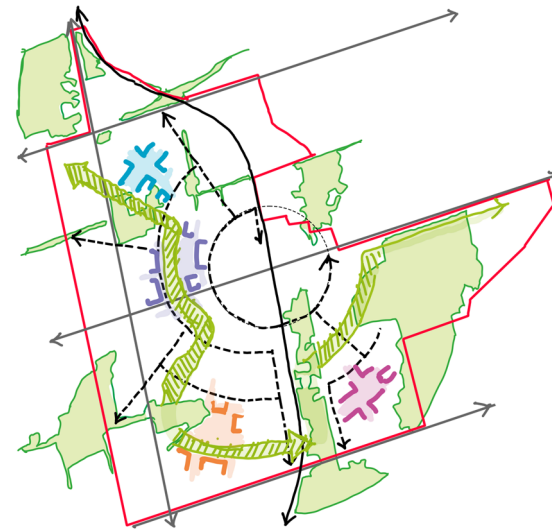
Radial



Arterial / 1



Arterial / 2

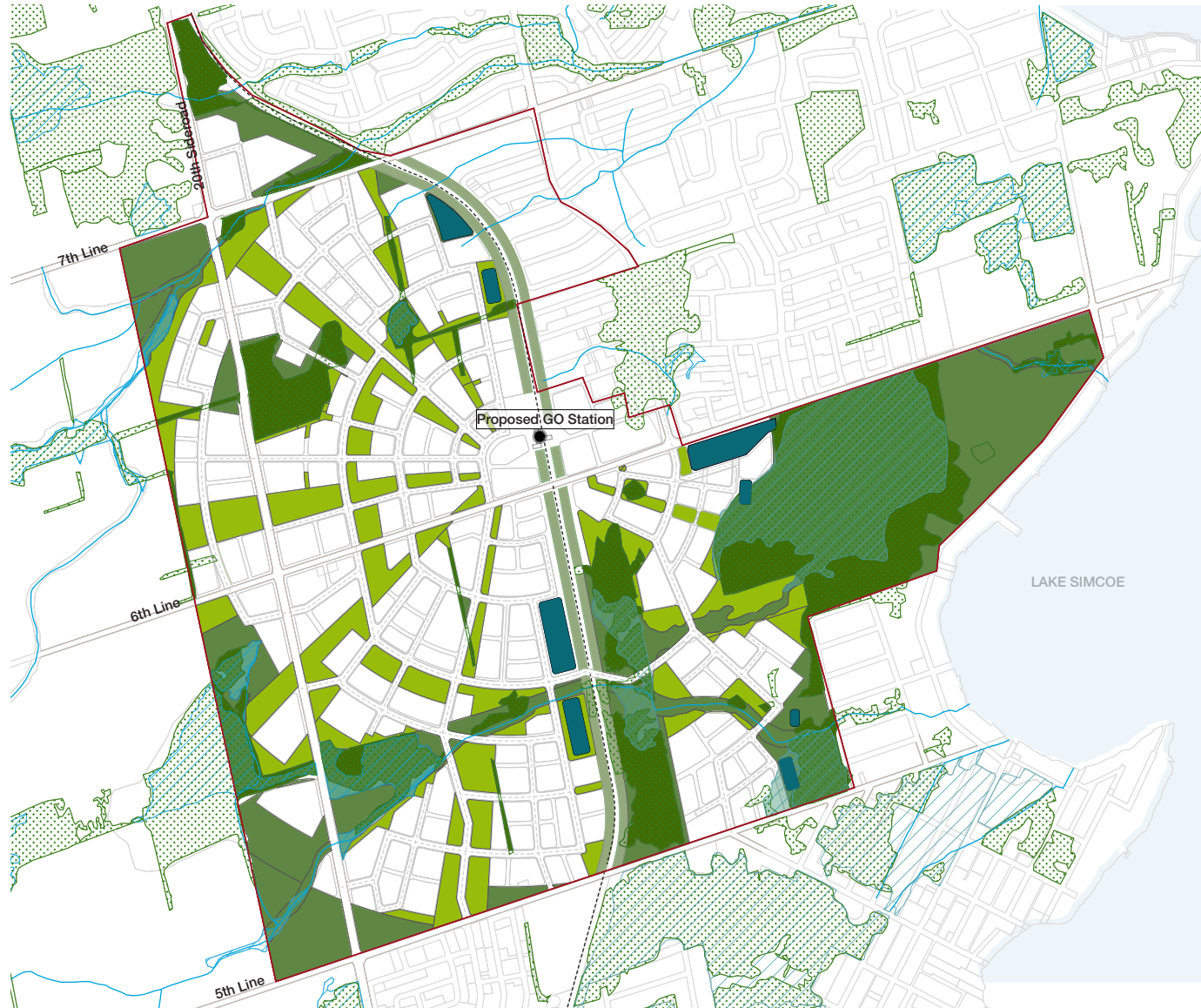


'Dispersed'



Open Spaces were developed further to include a combination of 'radial' and 'arterial' models.

Schedules - Public Realm Open Spaces and Natural Features



Buffer Area	162,709 sqm
Key Natural Heritage Features	1,107,662 sqm
Parks and Open Spaces	739,707 sqm
New Woodland	811,634 sqm
	2,887,712 sqm

Red line boundary area: 582.05 ha

of which:

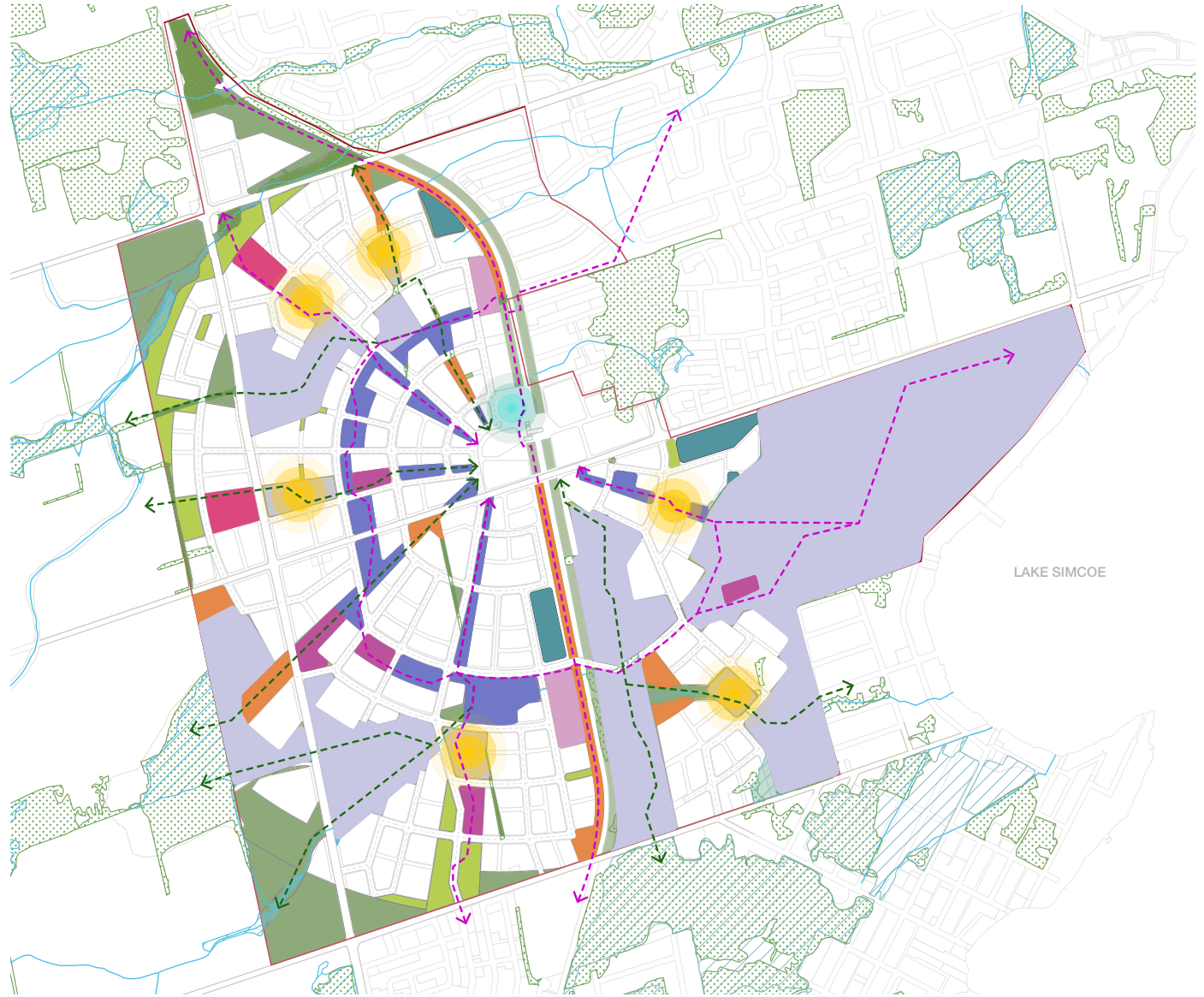
Total green space (existing+proposed): 288.77 ha = 50%











Total developable area (building parcels): 161.18 ha = 28%

Roads & infrastructure (existing+proposed): 132.10 ha = 22%

- Watercourses
- Key Natural Heritage Features
 - Provincially Significant Wetlands
 - Unevaluated Wetlands
 - Woodlands
- Buffer Area
- Public Parks and Open Spaces
- New Woodland
- Balancing Pond

Schedules - Public Realm Potential Open Space Characterization



-  Transit Square
-  Public Squares (to be located within highlighted area)
 - Market Square
 - Neighbourhood Square
 - Neighbourhood Gardens
-  Active Hub
-  Multi-use Sports Field/Pitches
-  Potential Ice Rink From Frozen Balancing Pond
-  Allotments/Orchards
-  Wildlife Park/Nature Reserve
-  Civic City Park/Urban Park
-  Proposed Cycle Path
-  Proposed Multi-Use Trail

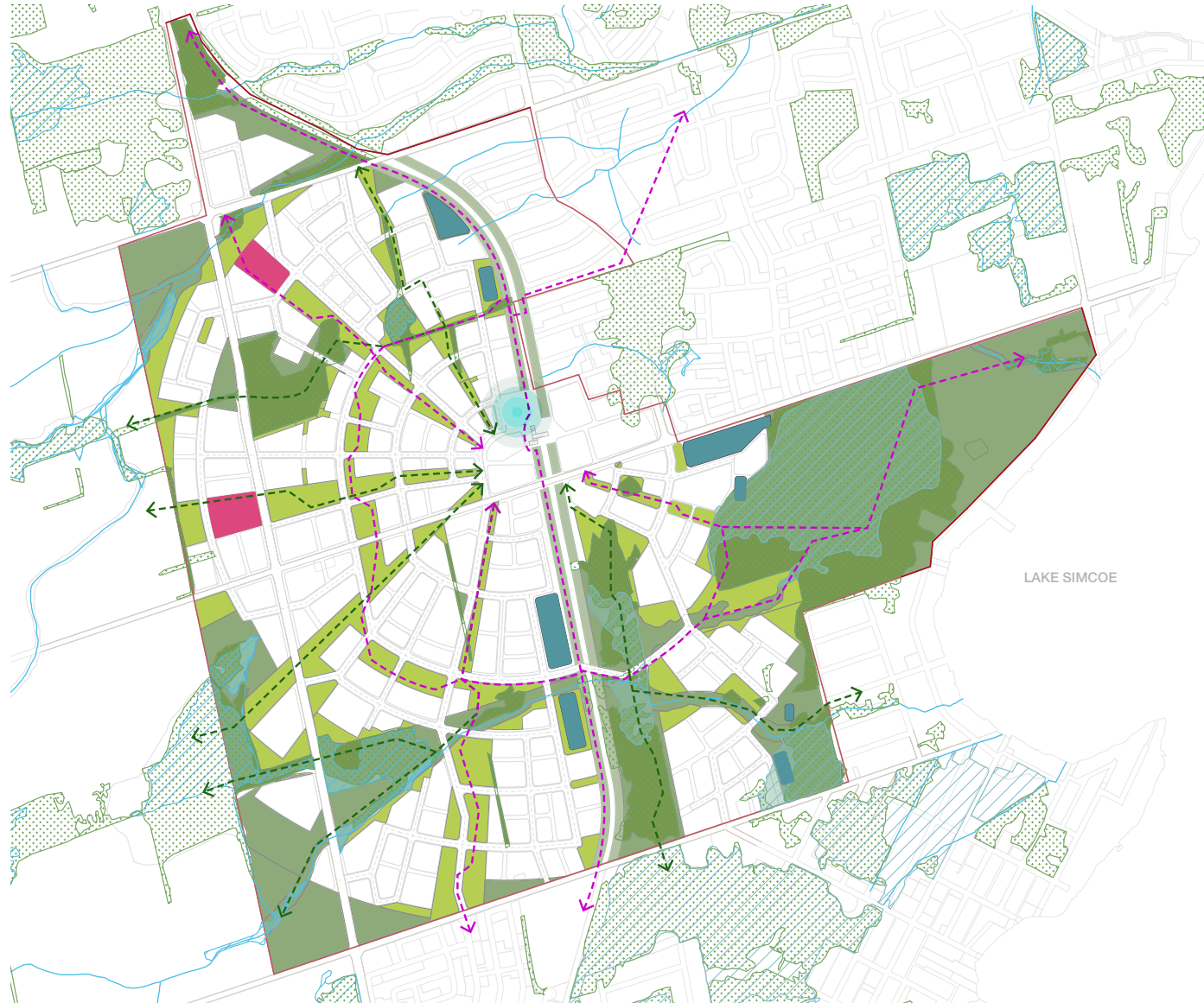
CYCLE PATH



MULTI-USE TRAIL

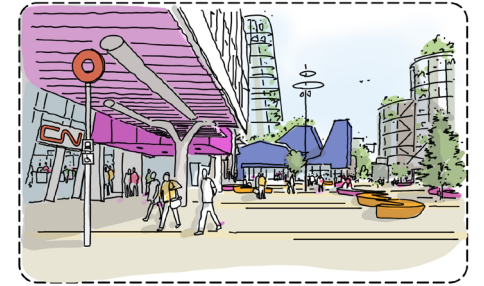


Schedules - Public Realm Potential Open Space Characterization



Transit Square

Landmark
Meeting Point
Station
Busy
Vibrant

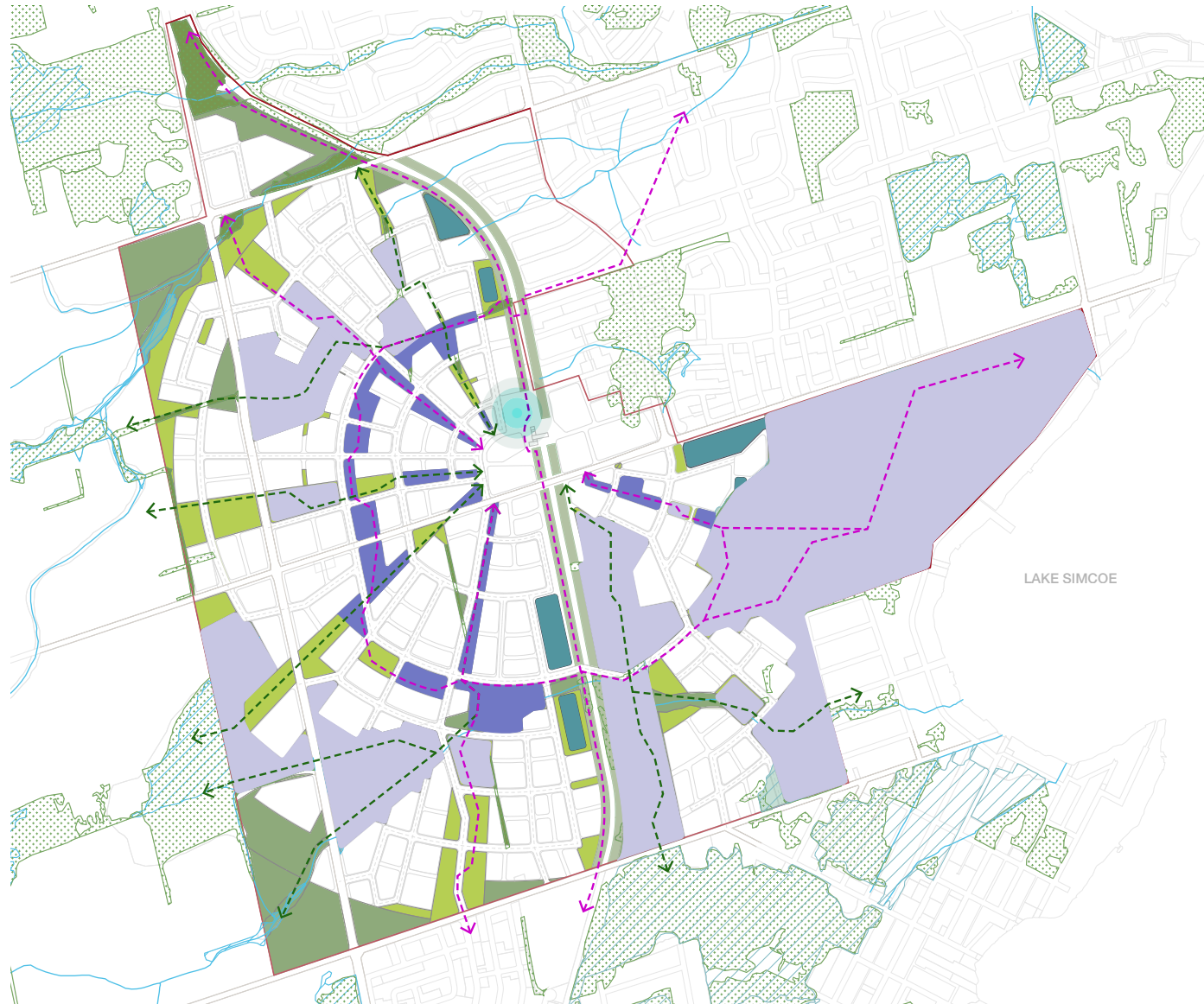


Active Hub

Landmark
Sports Events
Multi-Functional
Concerts
Large Events
Active



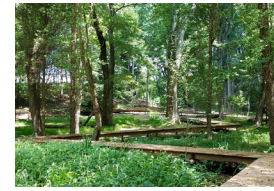
Schedules - Public Realm Potential Open Space Characterization



 Transit Square

 Wildlife Park/Nature Reserve

Rural
Trees
Nature
Calm
Walking Trails

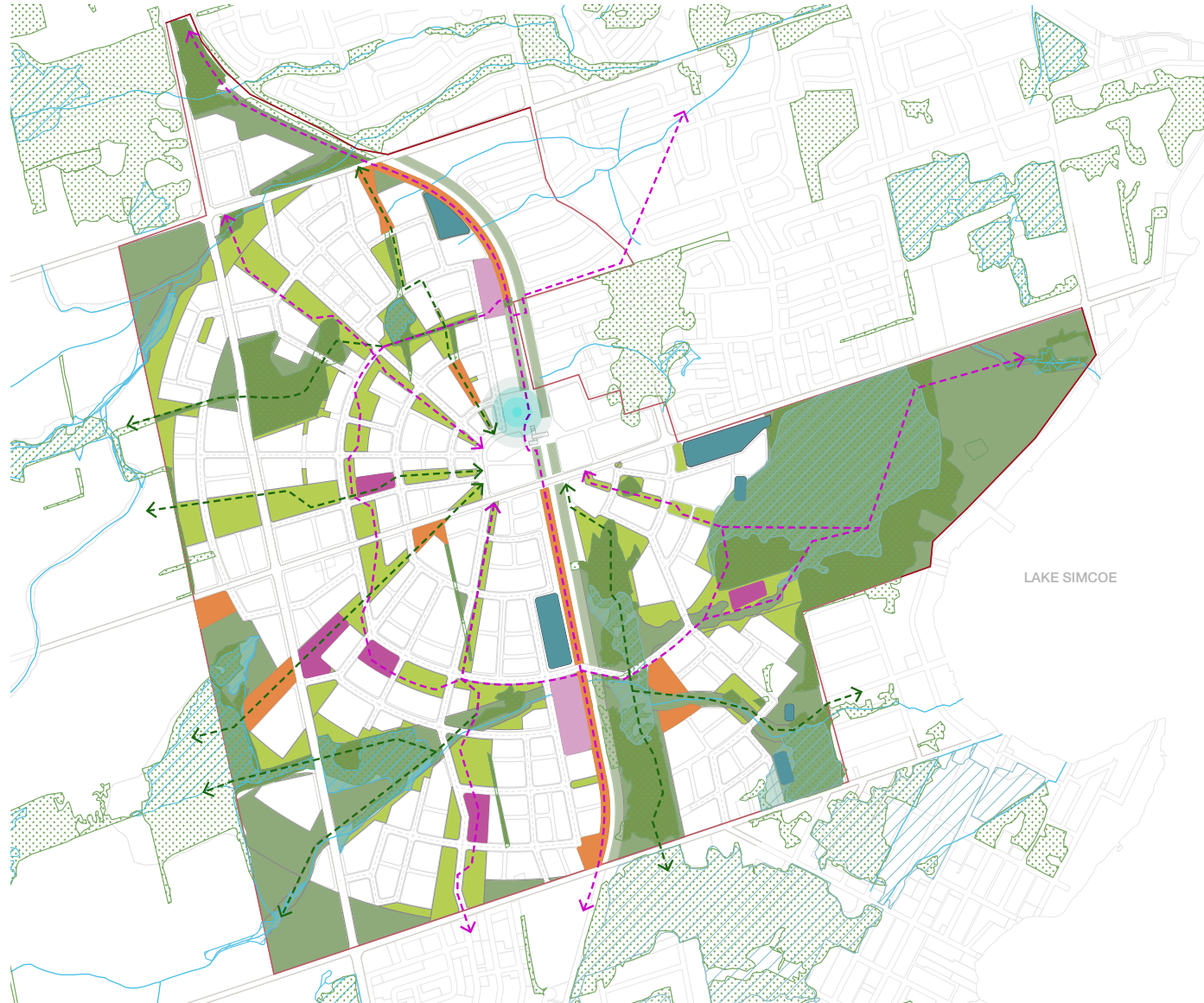


 Civic City Park/Urban Park

Varied Activities
Clear Views
Well Lit
Seating
Greenery



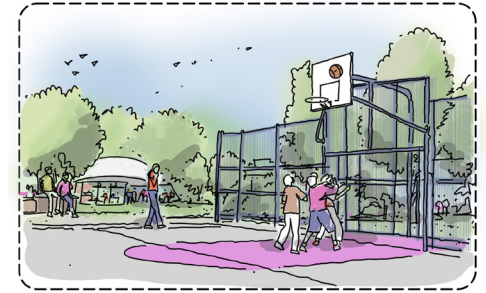
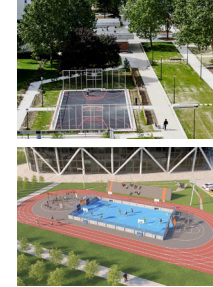
Schedules - Public Realm Potential Open Space Characterization



 Transit Square

 Multi-use Sports Field/Pitches

Active
Parking
Open Space
Amenities



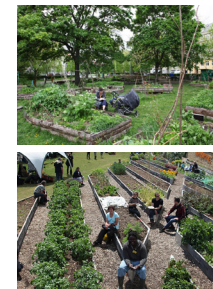
 Potential Ice Rink from Frozen Balancing Pond

Sports
Leisure
Seasonal
Festive
Active

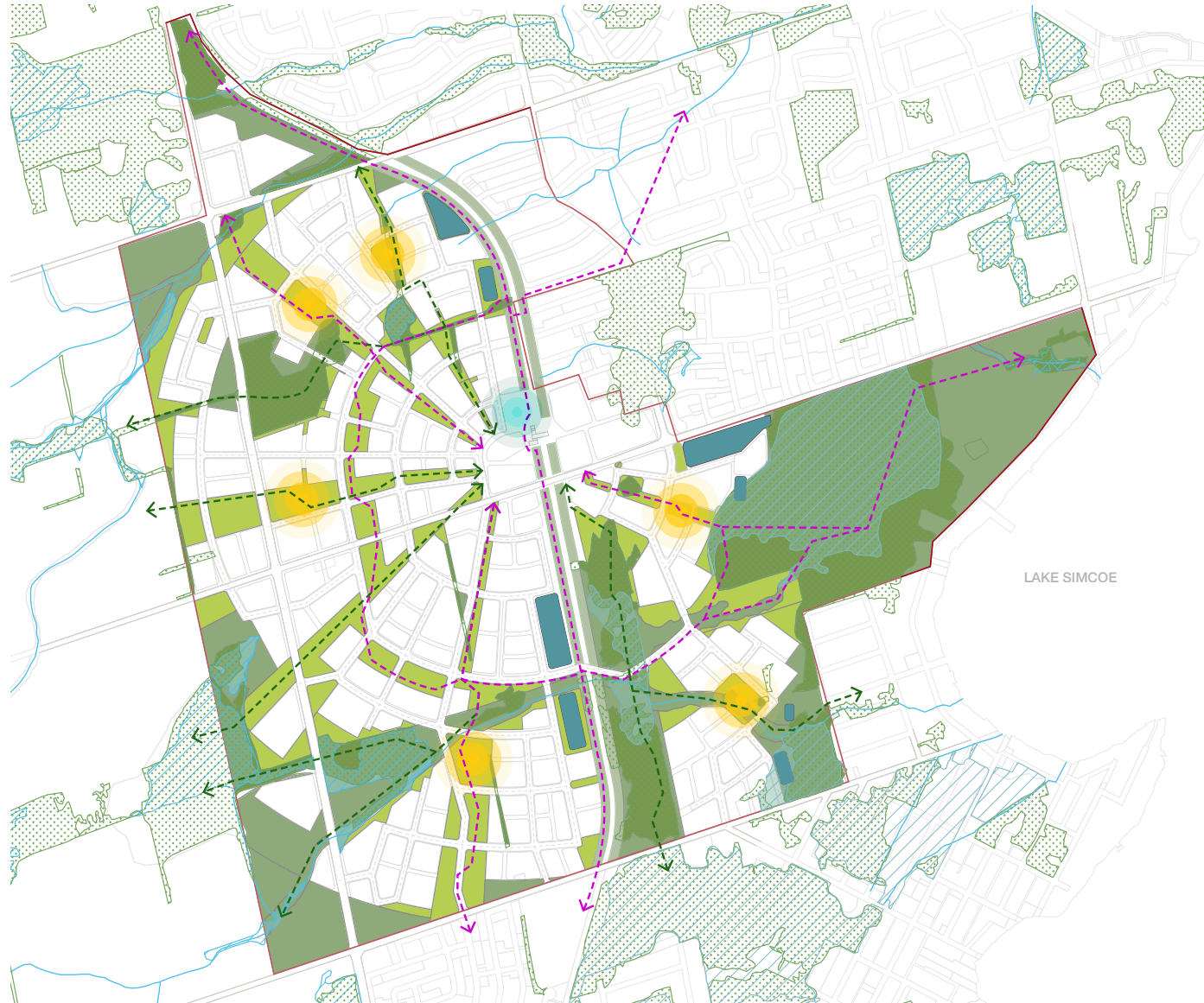


 Allotments/Orchards

Community
Peaceful
Meeting Point
Urban Farming
Inclusion



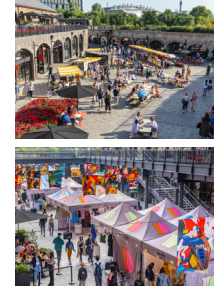
Schedules - Public Realm Potential Open Space Characterization



 Transit Square

 Public Squares (to be located within highlighted area)

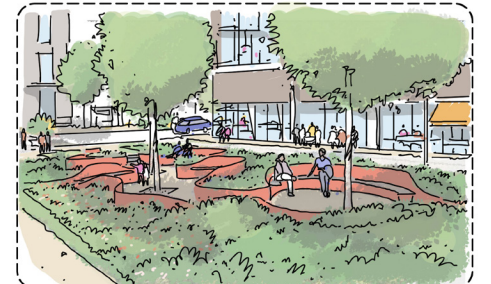
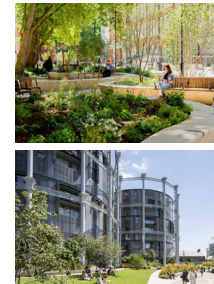
Market Square
 Food markets
 Seasonal markets
 Restaurants
 Lively
 Seating



Neighbourhood Square
 Events
 Performances
 Parties
 Activities
 Fairs



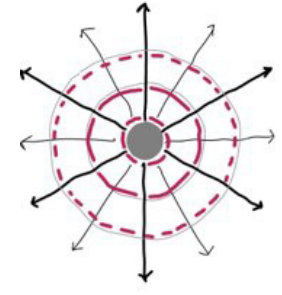
Neighbourhood Garden
 Peaceful
 Green
 Seating
 Nature



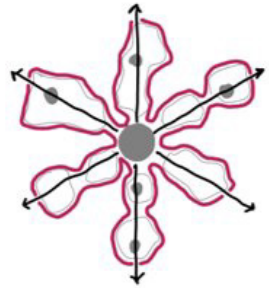
SCHEDULES - LAND USE

Schedules - Land Use Iterations

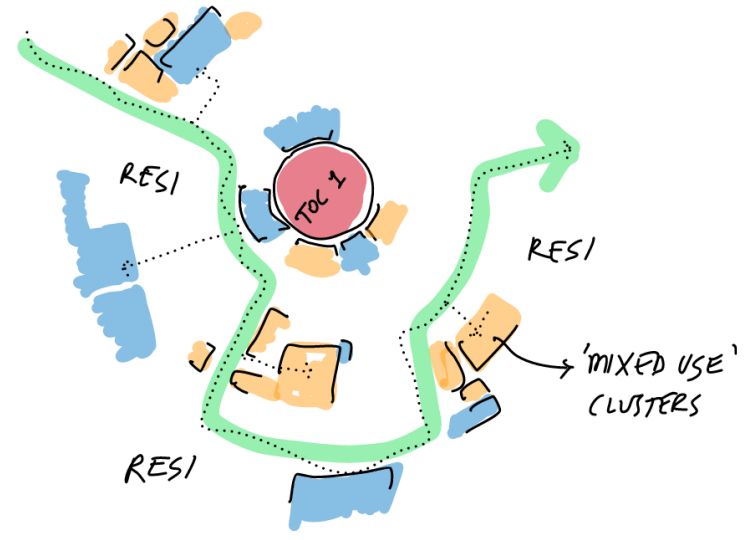
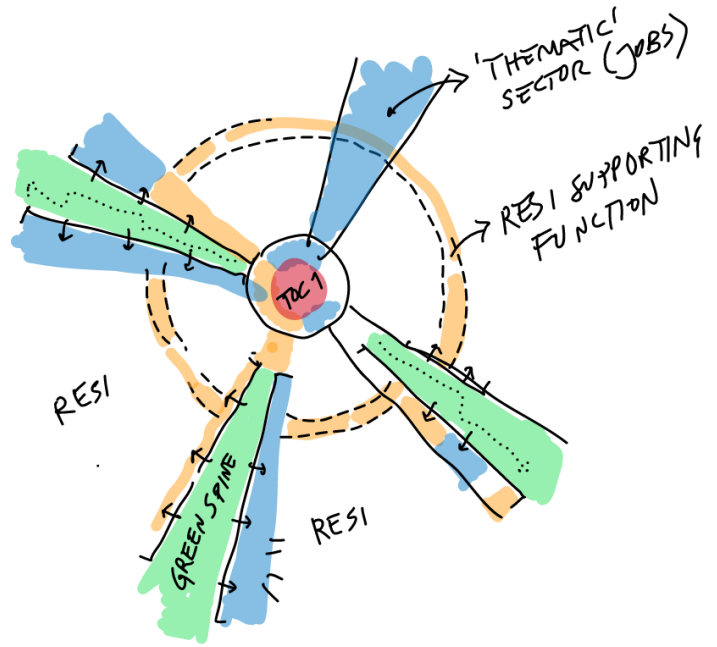
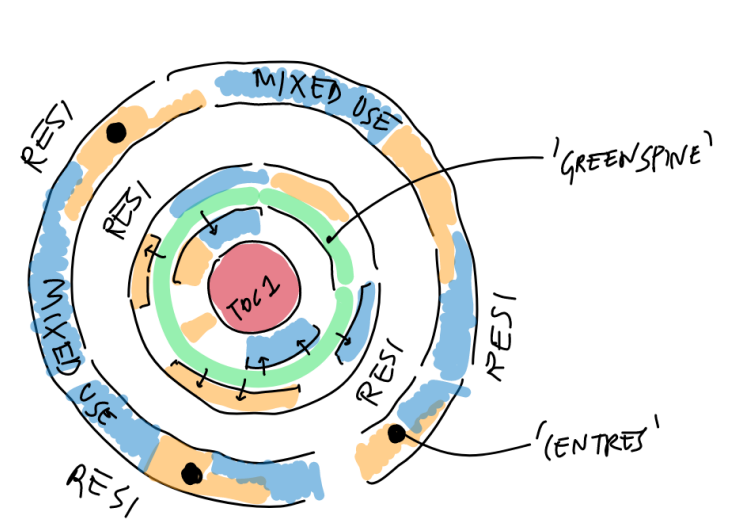
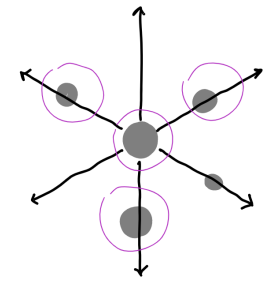
Radial



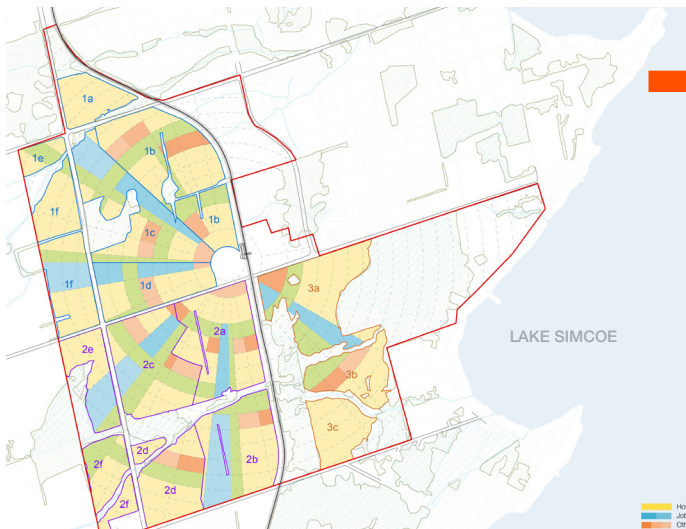
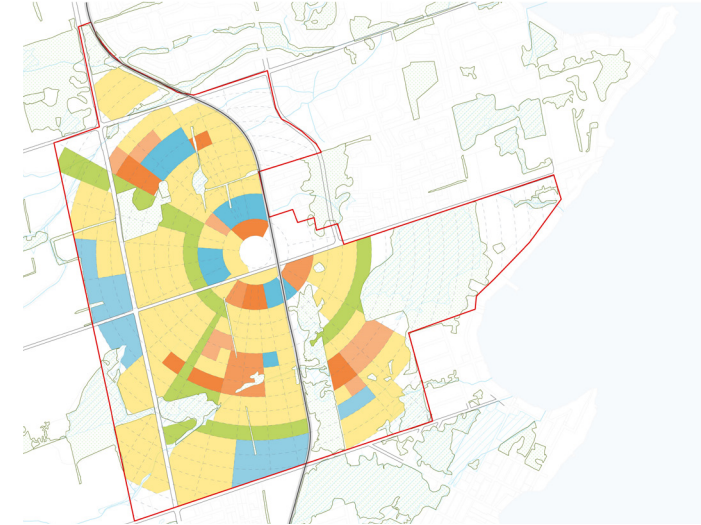
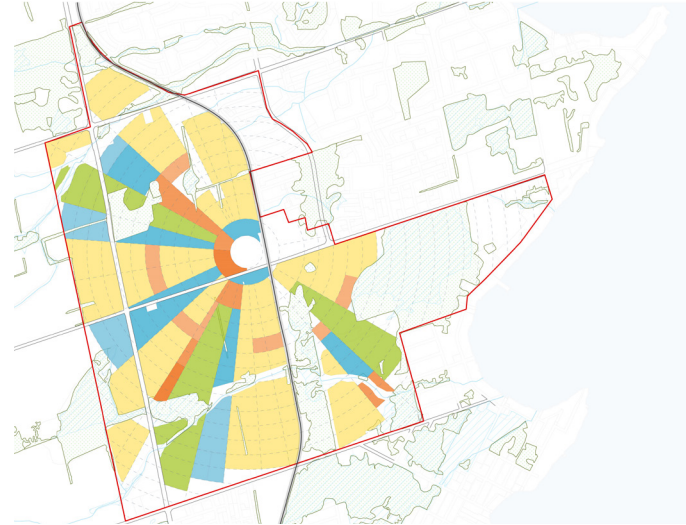
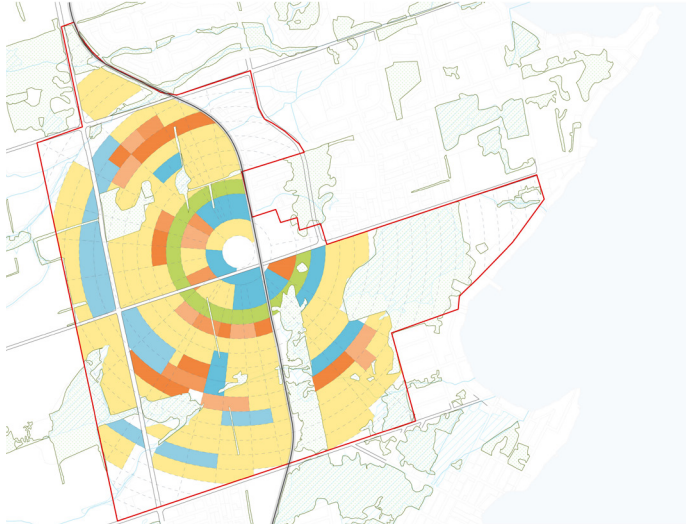
Arterial



'Dispersed'



Schedules - Land Use Iterations



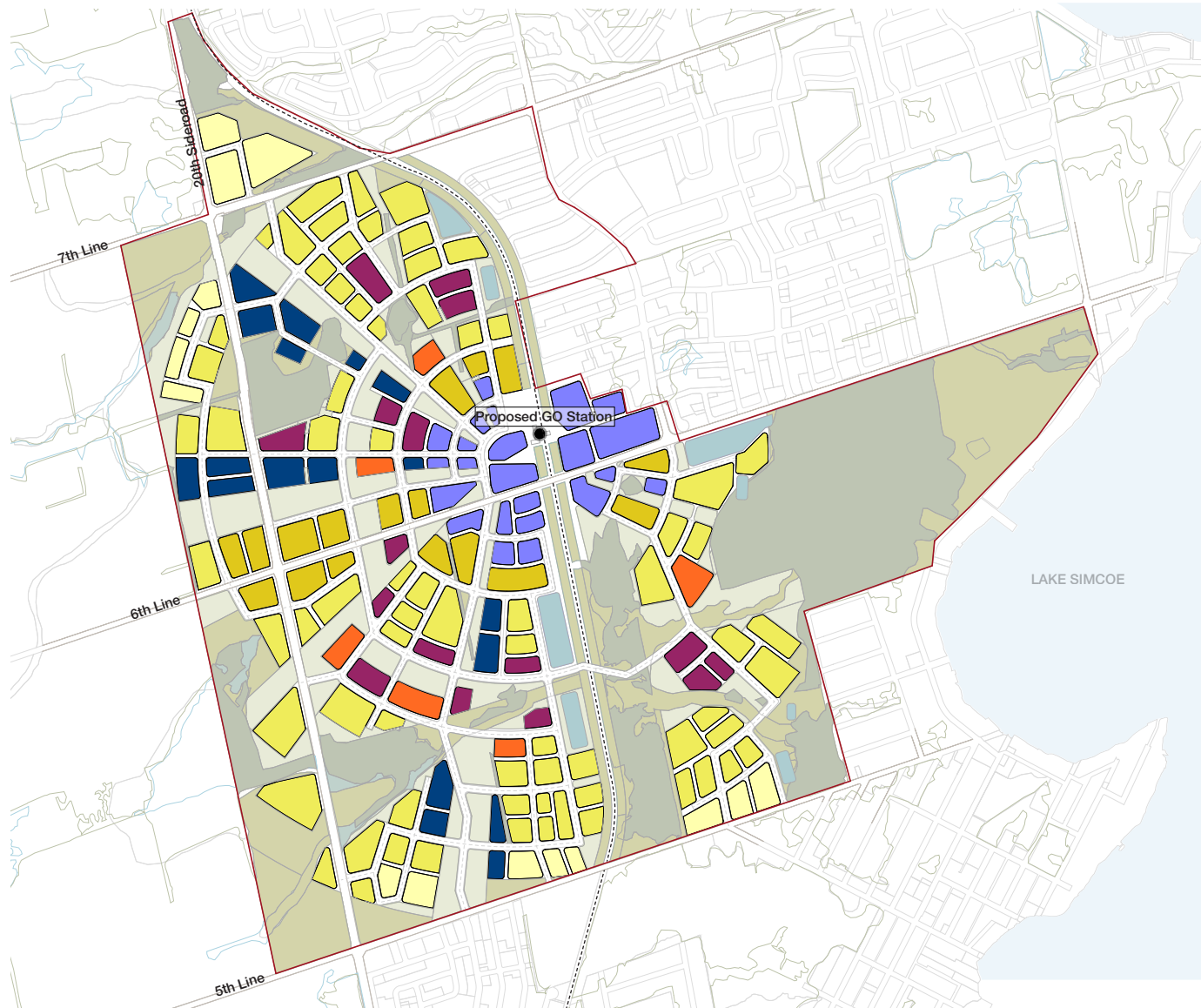
**Concept explored further:
combination of 'radial' and 'arterial' models**

- Residential
- Employment - office, commercial
- Employment - light industrial, manufacturing
- Parkland
- Retail
- Leisure and culture
- Residential supporting functions

Land use organization and quantum iterations based on three 'organisational models'

Preferred model based on optimum quantum split and '15 minute city' accessibility principles

Schedules - Land Use Designations

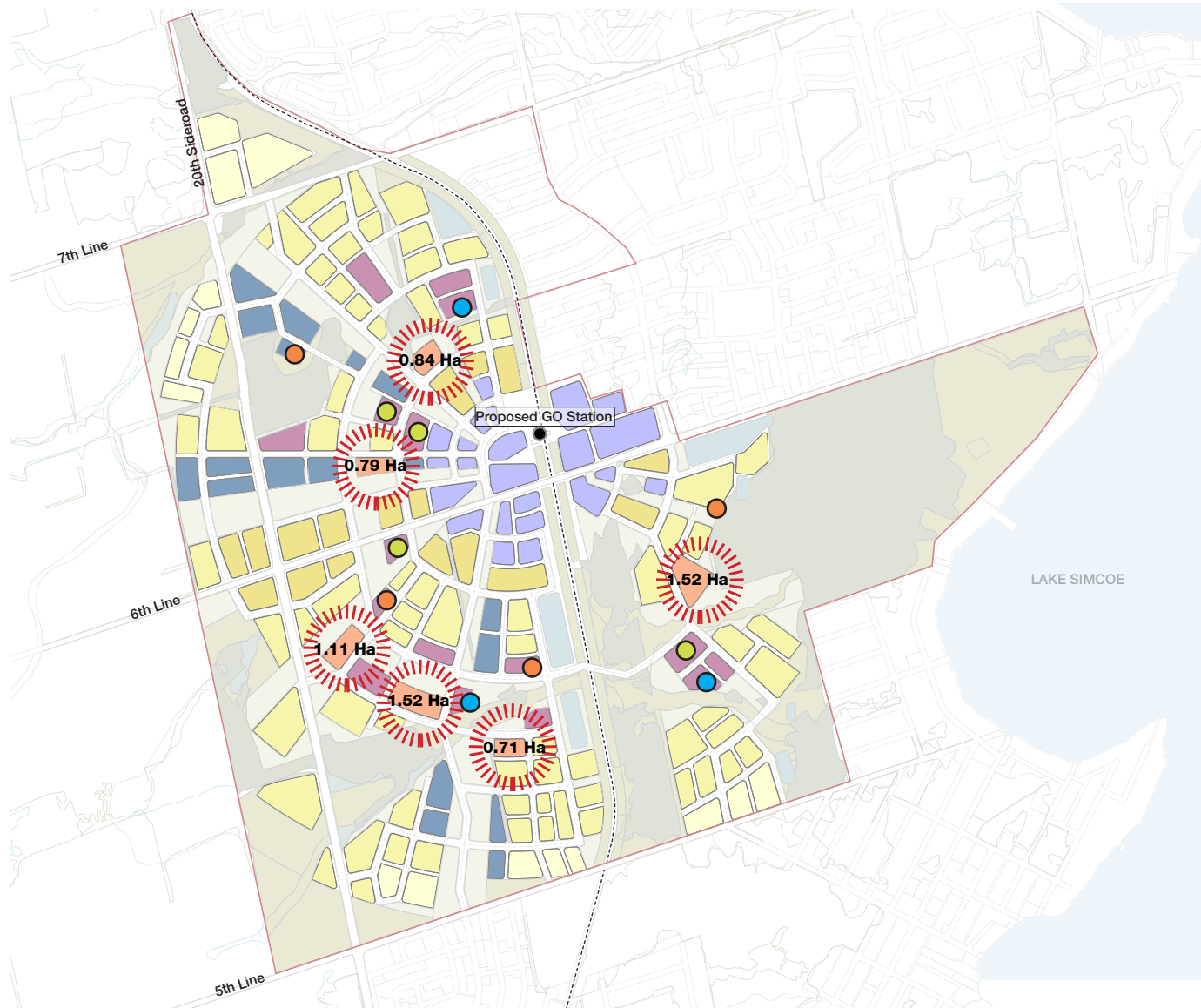


TOTAL NSA (Net Saleable Area): 471.76 ha
of which
Residential = 376.17 ha = 80%
Community = 23.11 ha = 5%
Commercial = 72.48 ha = 15%



- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area

Schedules - Land Use Community Services and Facilities



Community/Civic spaces definition

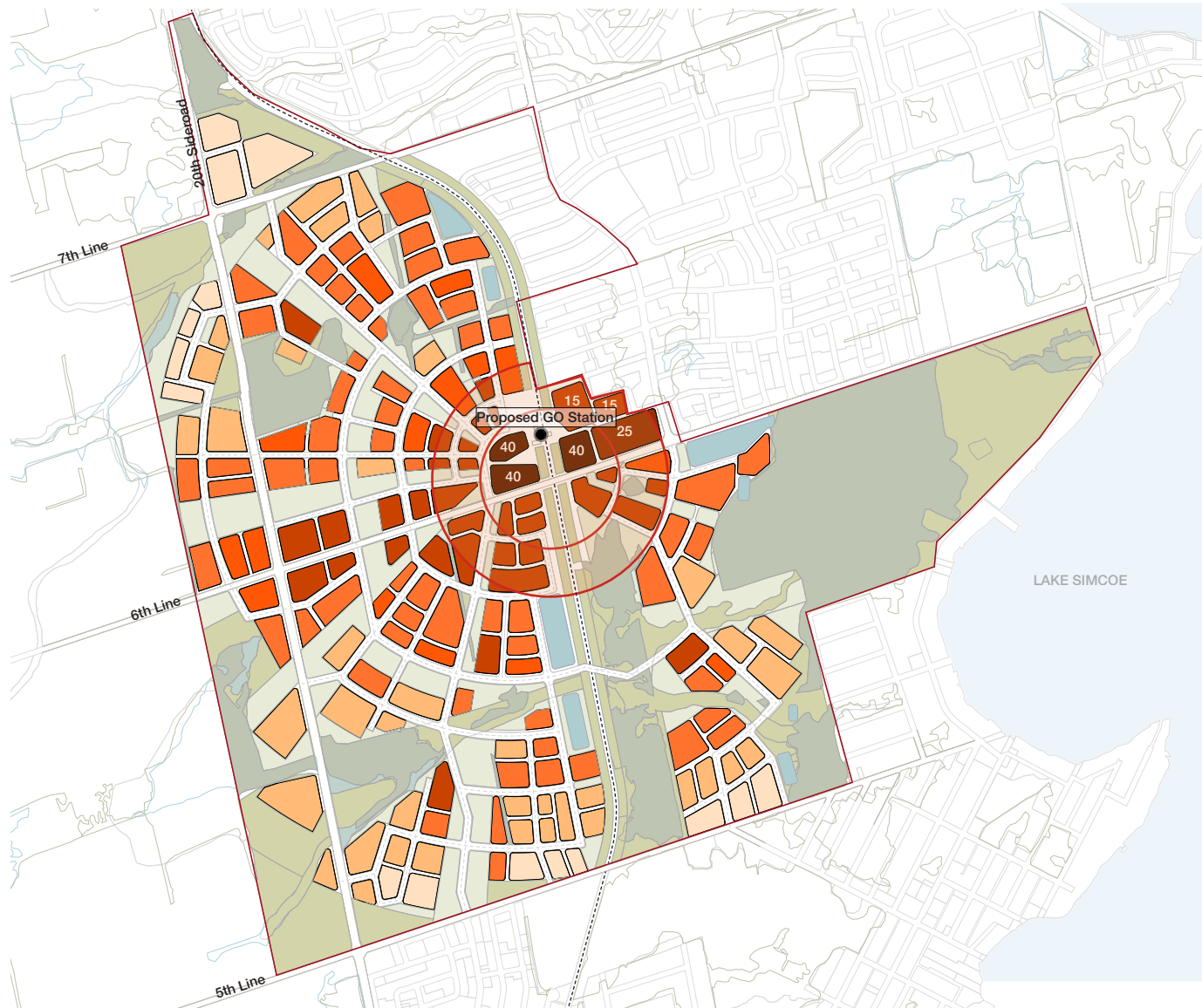
(schools & others): engagement with school boards and other community services to define requirements

Secondary Plan to spaceproof/safeguard required services

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational / community service
- ⊙ Potential school location - size to be checked

SCHEDULES - BUILDING FORM

Schedules - Building Form Heights



Building Heights - min and max:









Transit-Oriented Communities (TOC) 1 – 225m radius:

The minimum building height within TOC1 is 6-storeys and the maximum is 40-storeys.

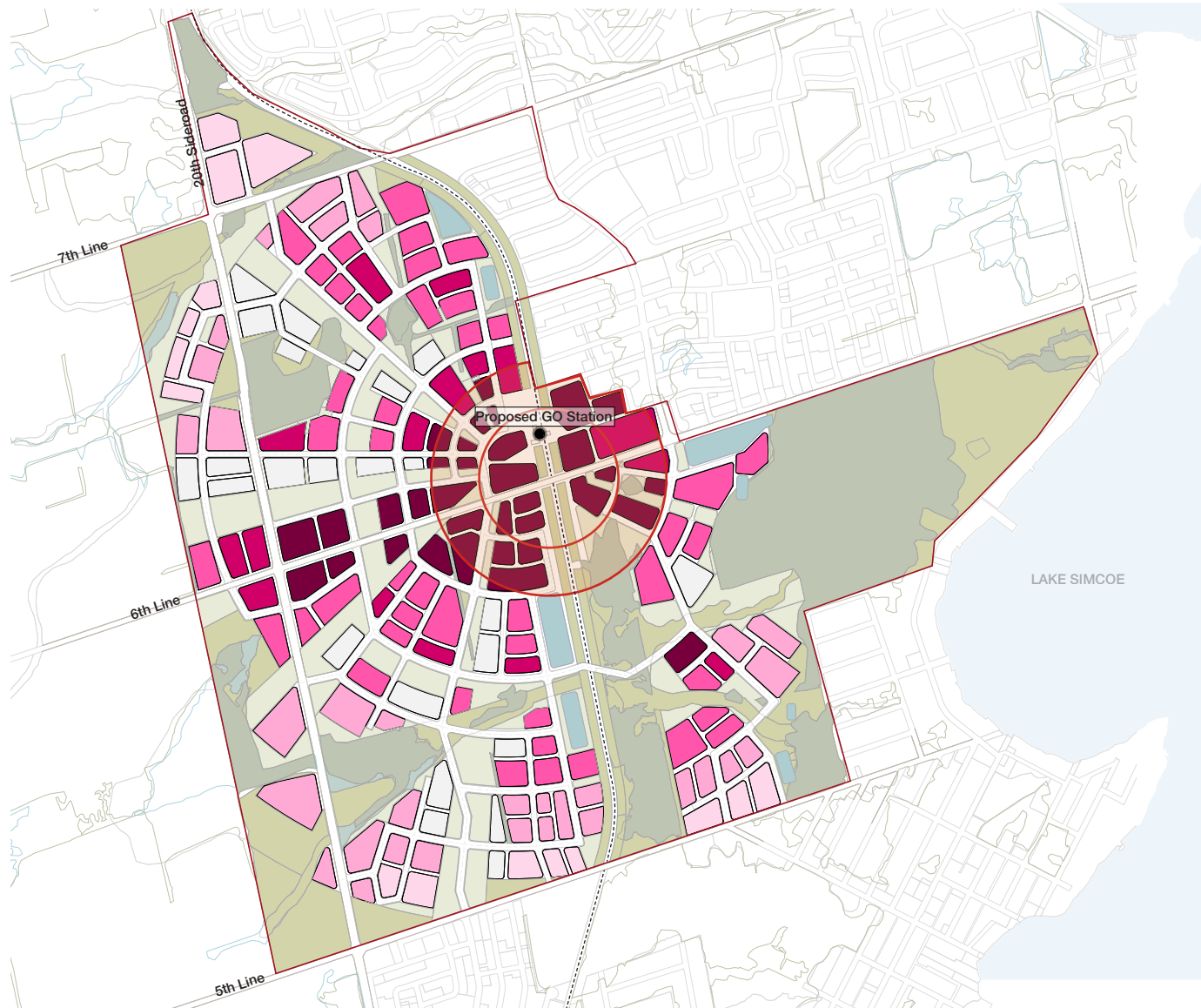
Transit-Oriented Communities (TOC) 2 – between 225m and 425m radius:

The minimum building height in TOC2 is 4-storeys and the maximum is 15-storeys, unless the building fronts onto the 6th Line, in which case it is 25-storeys.

Please note we limited the height of buildings for the plots within the Minister's Zoning Order (MZO) boundary and fronting the 6th line in order to limit Floor Index Space (FSI).

-  MZO
-  No. of Storeys_ 2 to 3
-  No. of Storeys_ 3 to 4
-  No. of Storeys_ 4 to 6
-  No. of Storeys_ 6 to 10
-  No. of Storeys_ 10 to 15
-  No. of Storeys_ 15 to 25
-  No. of Storeys_ 25 to 40

Schedules - Building Form Residential Densities



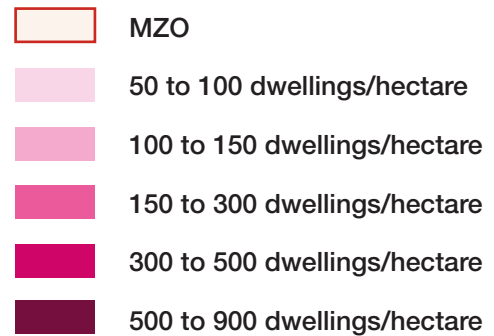
Building Densities - min:

Transit-Oriented Communities (TOC) 1 – 225m radius:

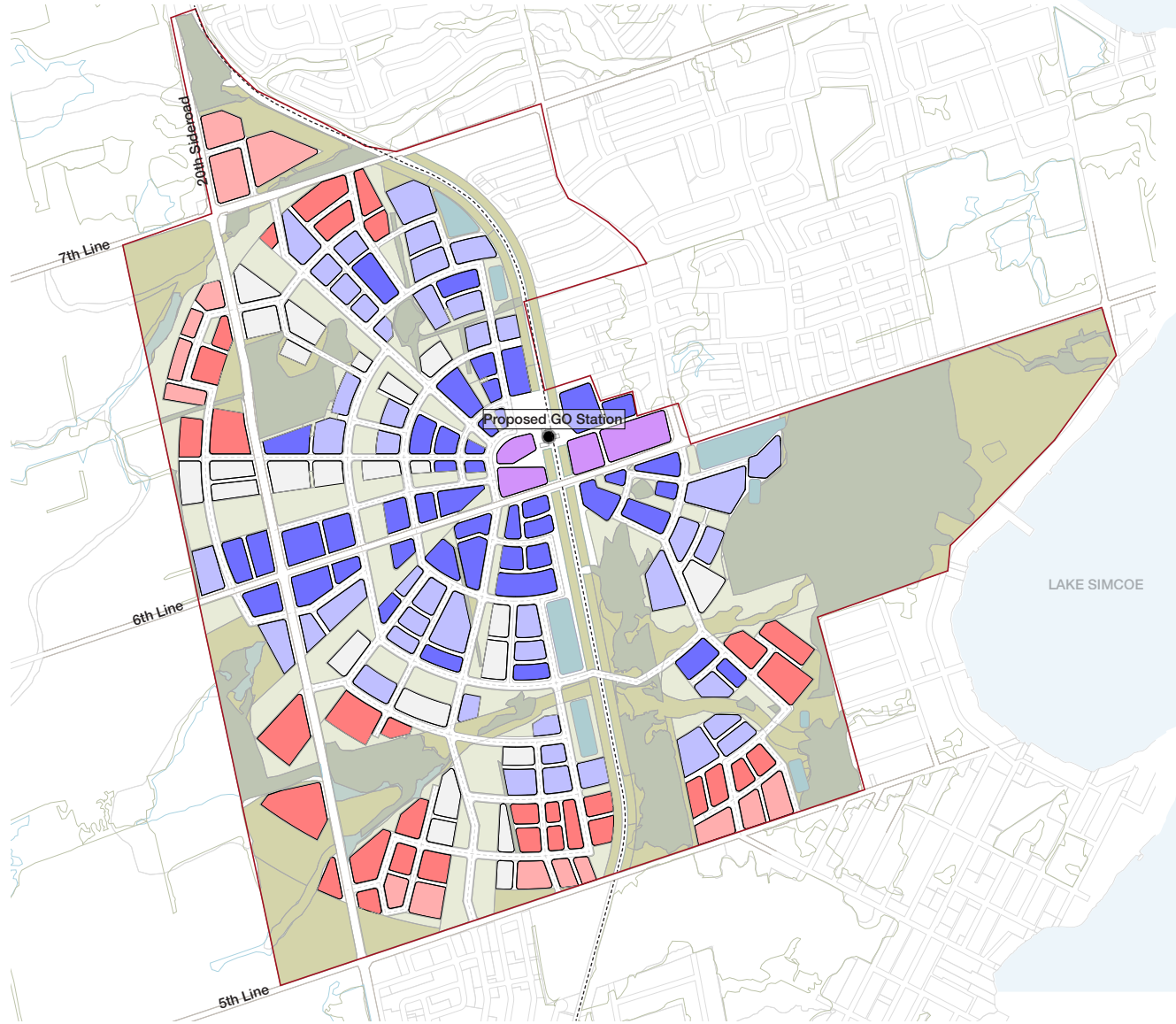
Minimum density of 200 dwelling units per hectare.

Transit-Oriented Communities (TOC) 1 – between 225m and 425m radius:

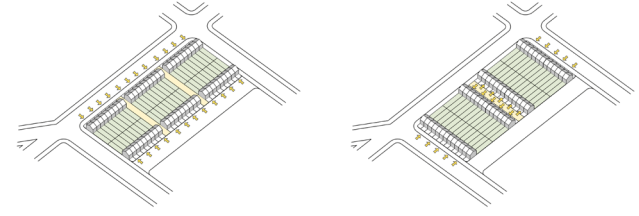
Minimum density of 150 dwelling units per hectare.



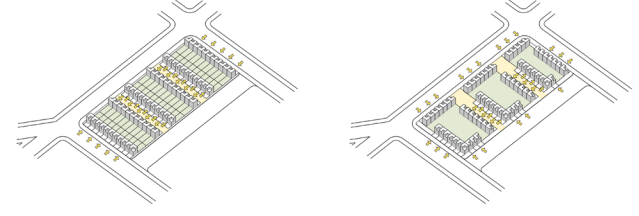
Schedules - Building Form Typologies



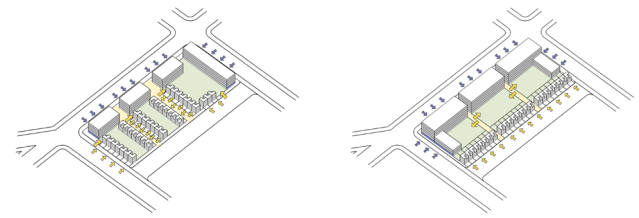
■ Low density - terraced houses



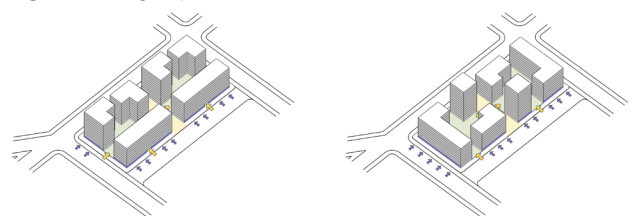
■ Medium density - townhouses



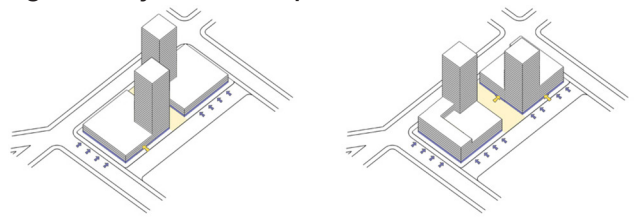
■ Medium density - mixed block (flats + townhouses)



■ High density - perimeter block



■ High density - tower on podium



SCHEDULES - MOBILITY

Schedules - Mobility Mode Share

ORBIT should aim for the following split of mode shares during the weekday AM peak:




- Auto (driven or passenger): 33%
- Transit: 20%
- Micro-mobility: 20%
- Walking and other: 25%

The majority of households will still own a private vehicle, but as Table 1 shows, not more than one:

This recommendation rests on our view of what is feasible for a new, compact, rail-oriented community that aspires to be a 15-minute city in Central Ontario. It relies upon good planning principles and current trends in how Ontarians work, live, and travel.

Table 1: Household Vehicle Ownership: Orbit Targets				
0	1	2	3	4+
1%	60%	25%	10%	4%

Mode share targets, broken out by trip length, are as follows:

Orbit Town of Innisfil : Potential Mode Share Targets		Trip + Mode Targets		
		up to 2km	2 -10km	10km+
Active: Walk, Cycle, Scooter		70%	30%	5%
Shared: Bus, Train		20%	50%	55%
Vehicle: Shared, Private		10%	20%	40%

Schedules - Mobility Road Network



MAJOR COLLECTOR ROAD



MINOR COLLECTOR ROAD



Transit Priority

LOCAL STREET



Urban

Neighbourhood

Proposed

- Minor collector Transit Priority
- Minor collector
- Minor collector Transit & Active Modes
- Local Street Urban
- Local Street Neighbourhood

Existing

- Major Collector
- Minor Collector

Schedules - Mobility Public Transport Network



GO Train



Orbit Loop



Bus
(LINX/TMP)

Potential Public Bus

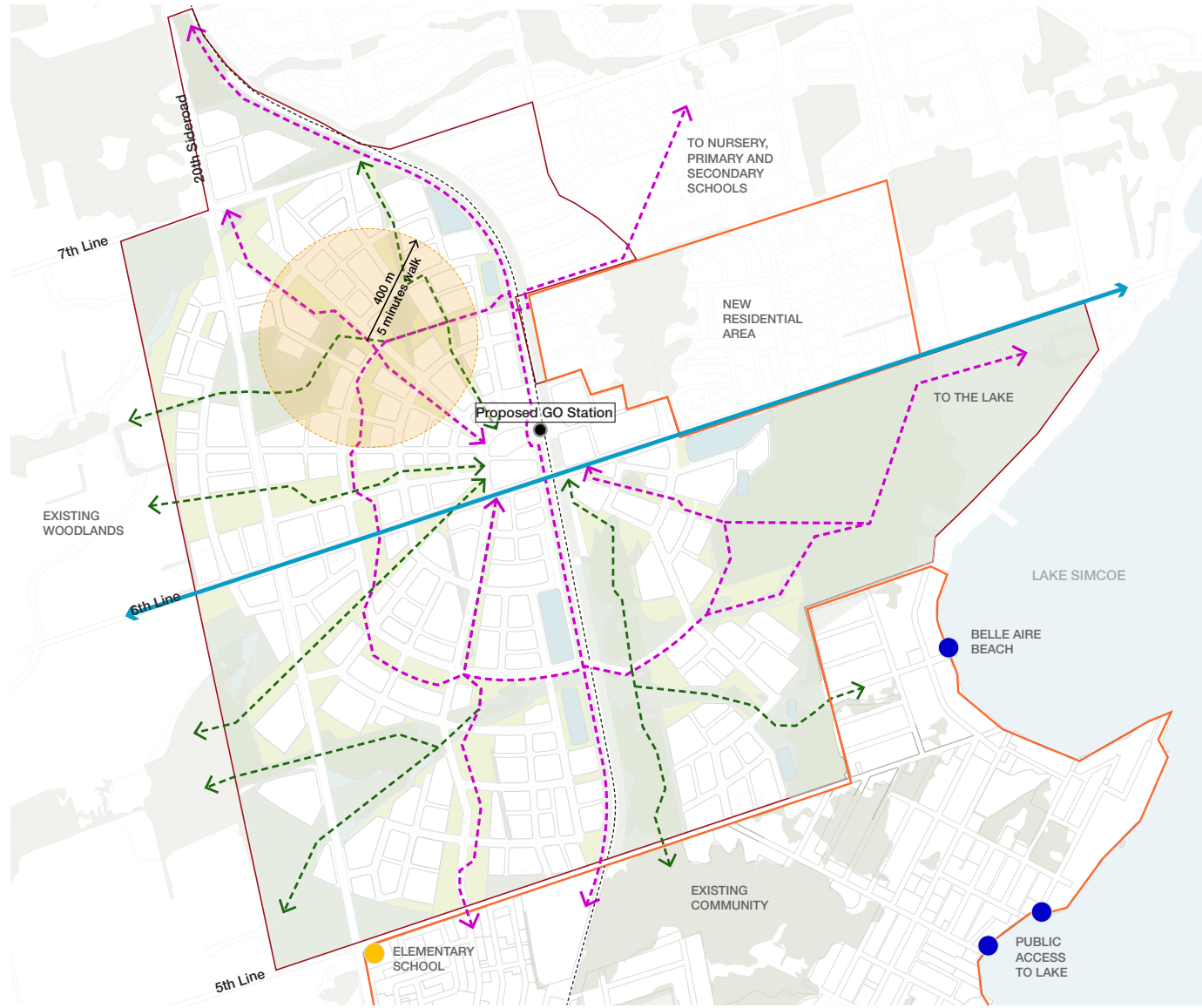
- LINX_Route B
- TMP_Innisfil Route C

Proposed PT Routes

- - - LINX_Route B
- - - TMP_Innisfil Route C
- - - Orbit Loop

- ● ● ● Bus Stops

Schedules - Mobility Active Travel Routes



MULTI-USE TRAIL



CYCLE PATH



PEDESTRIAN PATH



- Proposed Cycle Path
- Proposed Multi-Use Trail
- Multi-Use Trail

LANDMARK BUILDINGS TO HOST CIVIC FUNCTIONS

GREEN INFRASTRUCTURE CONNECTING COMMUNITIES

GENTLE DENSITY, MIXED BUILDING TYPOLOGIES

SMART PUBLIC TRAVEL - LOOPED AUTONOMOUS BUS ROUTE LINKING COMMUNITIES, ACTIVATING STRESCAPES

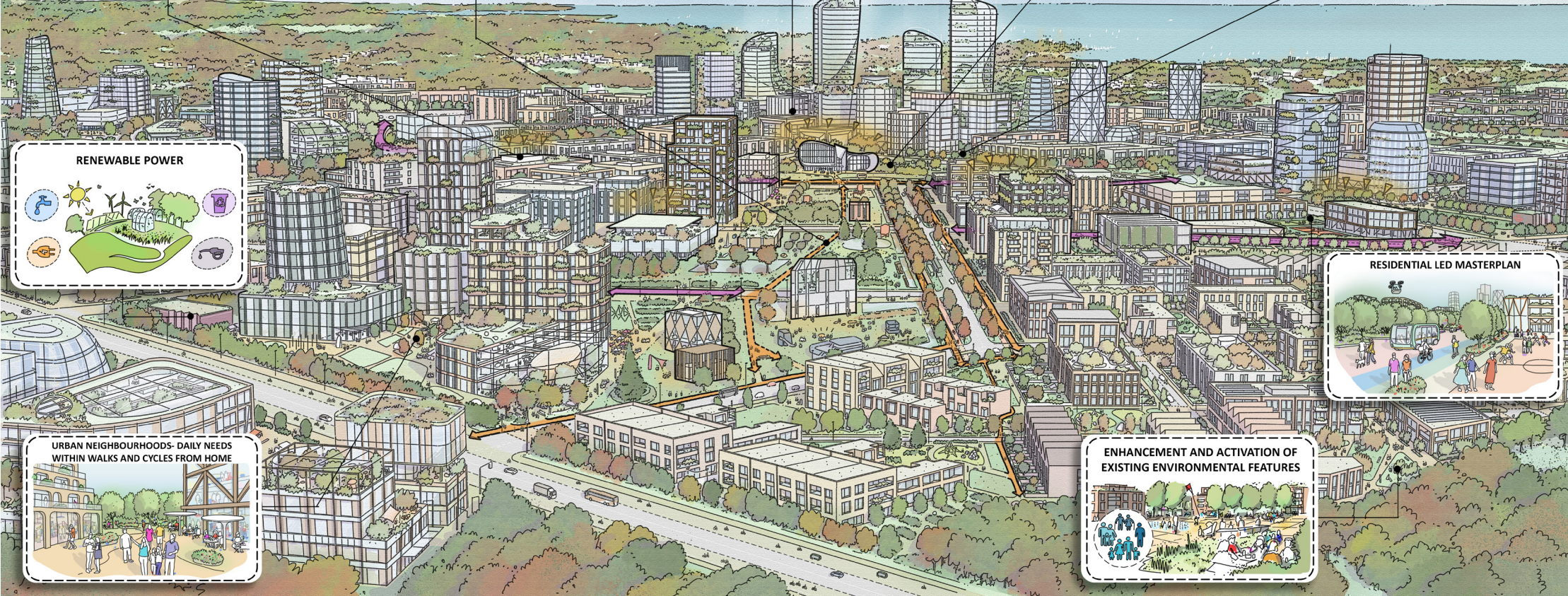
ACTIVE TRAVEL / MODE SHIFT

RENEWABLE POWER

RESIDENTIAL LED MASTERPLAN

URBAN NEIGHBOURHOODS- DAILY NEEDS WITHIN WALKS AND CYCLES FROM HOME

ENHANCEMENT AND ACTIVATION OF EXISTING ENVIRONMENTAL FEATURES



SECONDARY PLAN CONTENTS

Secondary Plan Contents

Chapter 1. Introduction

- 1.1 Purpose
- 1.2 Location and Description of the Secondary Plan Area
 - 1.2.1 TOC 1 & TOC 2
 - 1.2.2 Remaining Lands
- 1.3 Vision
- 1.4 Objectives
- 1.5 Principles

Chapter 2. Demonstration Plan

- 2.1 Demonstration Plan
- 2.2 Precincts

Chapter 3. Policies

- 3.1 Sustainability and Resiliency
 - 3.1.1 Social
 - 3.1.2 Environmental
 - 3.1.3 Economic
 - 3.1.4 Energy
 - 3.1.5 Digital Innovation

3.2 Streets and Blocks

- 3.2.1 Street Hierarchy
 - 3.2.1.1 ROW and Typical cross-sections
- 3.2.2 Blocks
- 3.2.3 Active Frontages

3.3 Land Uses and Built Form

- 3.3.1 Major Transit Station Mixed Use Area
- 3.3.2 Neighbourhood Centres
- 3.3.3 Residential
- 3.3.4 Employment
- 3.3.5 Parks and Open Space
- 3.3.6 Natural Heritage

3.4 Public Realm and Open Space Open Space Hierarchy

- 3.4.1 Public Space
- 3.4.2 Private Space
- 3.4.3 Green and Blue Infrastructure

3.5 Housing

- 3.5.1 Attainable and Family Housing
- 3.5.2 Affordable Housing

3.6 Mobility

- 3.6.1 Active Transportation
- 3.6.2 Transit
- 3.6.3 Vehicular Movement
- 3.6.4 Future Mobility

3.7 Parking

- 3.7.1 Surface
- 3.7.2 Structured
- 3.7.3 Underground
- 3.7.4 Phasing

3.7 Cultural Heritage

3.8 Community Services and Facilities

3.9 Municipal Servicing

3.10 Precincts (area-specific policies)

- 3.10.1 Phasing
- 3.10.2 Location and Types of Community Services and Facilities
- 3.10.3 Parks and POPS
- 3.10.4 Nodes, Corridors and Gateways
- 3.10.5 Views and Vistas
- 3.10.6 Land Use Priorities

Chapter 4. Implementation

- 4.1 Interpretation
- 4.2 Coordination of Development
- 4.3 Existing Lawful Uses
- 4.4 Conveyance of Land
- 4.5 Landowner Agreements
- 4.6 Development Phasing Plans
- 4.7 Implementation Tools
- 4.8 Implementation Processes
- 4.9 Future Studies

POPULATION AND PHASING

Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

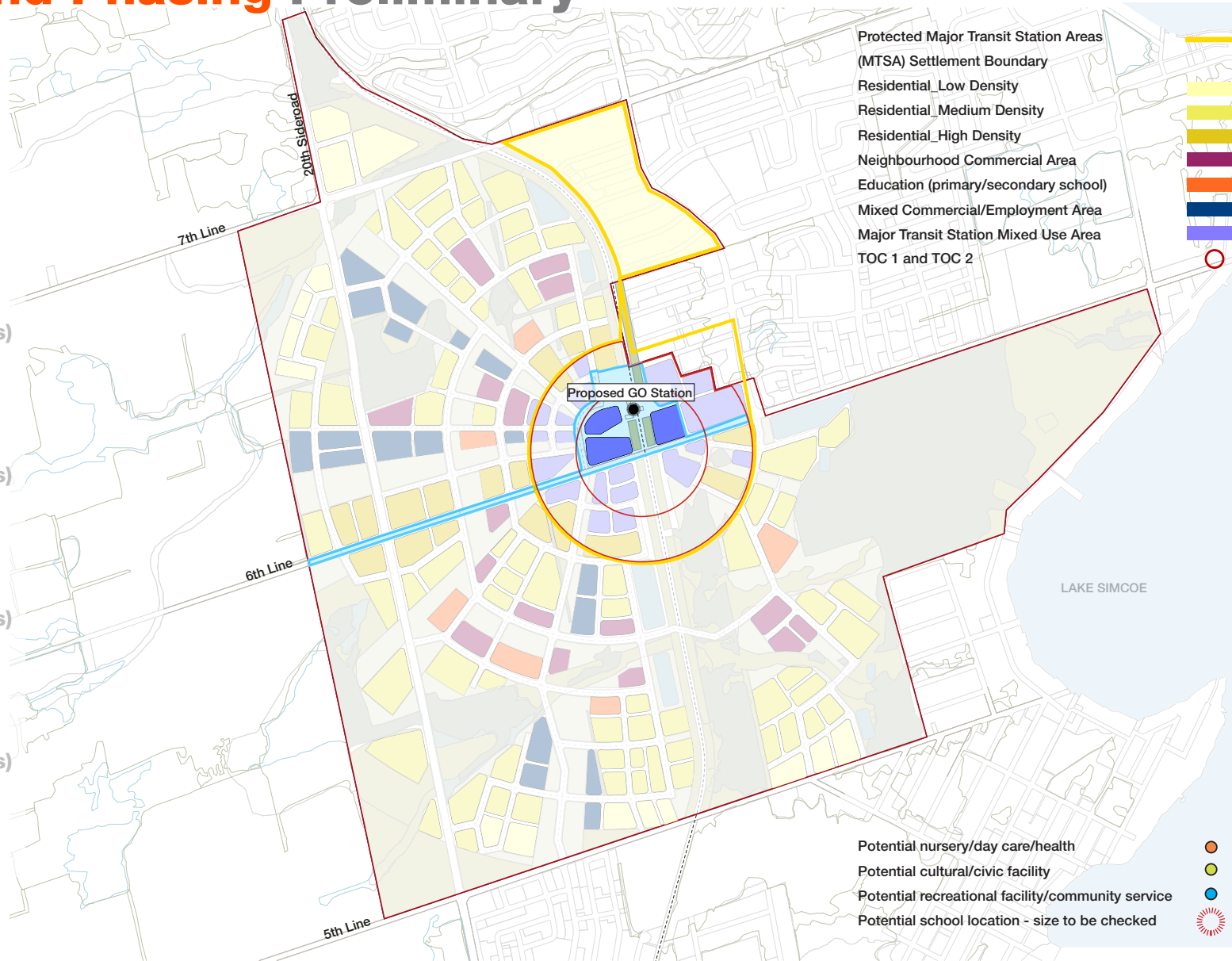
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617



- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2



SUBTOTAL 2026
 Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked



Total Population 2091
 _ 83,256



Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

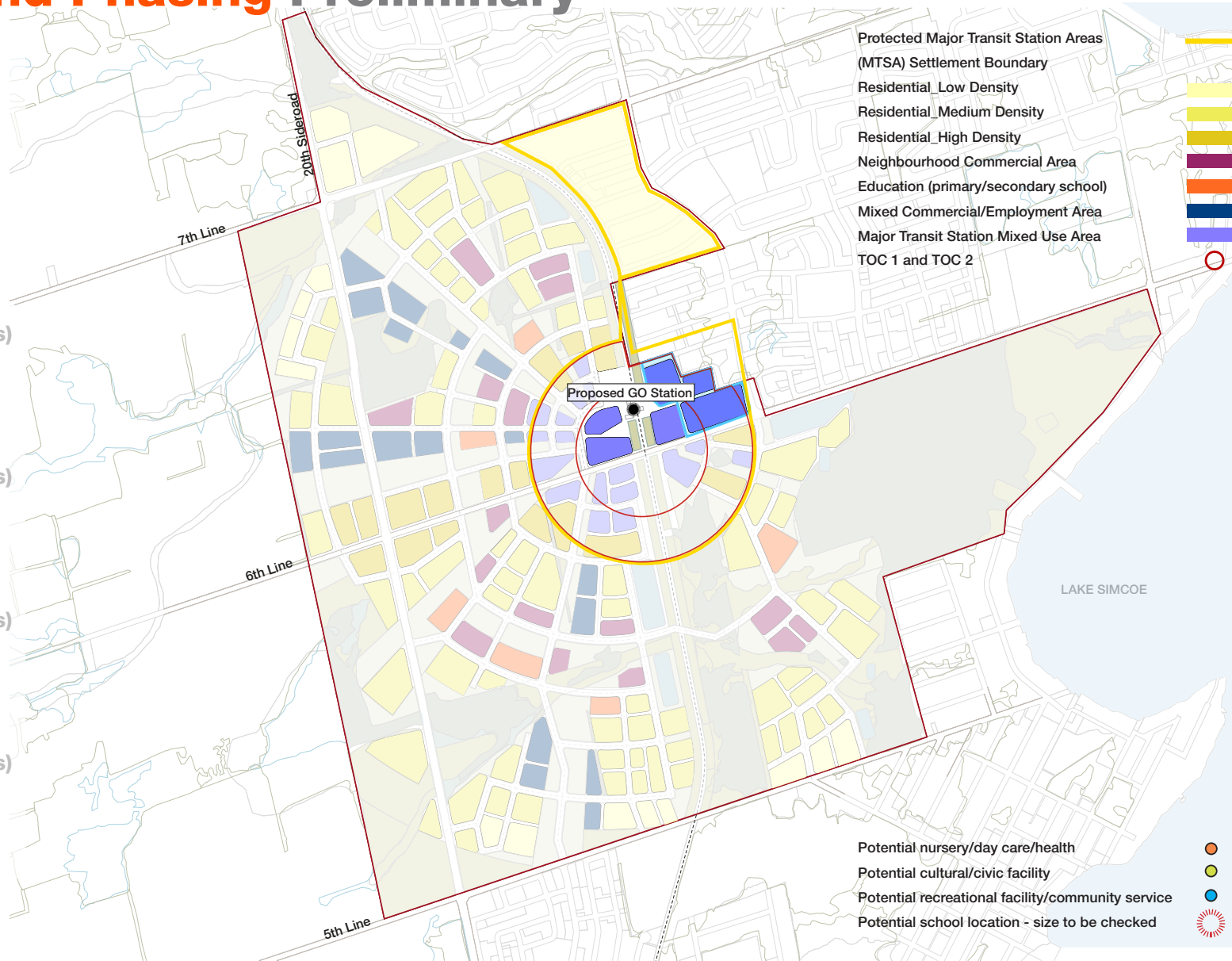
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617



- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2



SUBTOTAL 2031
 Dwelling No. _ 5,482
 Population No. _ 9,404
 Employment No. _ 1,348

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked



Total Population 2091
 _ 83,256



Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

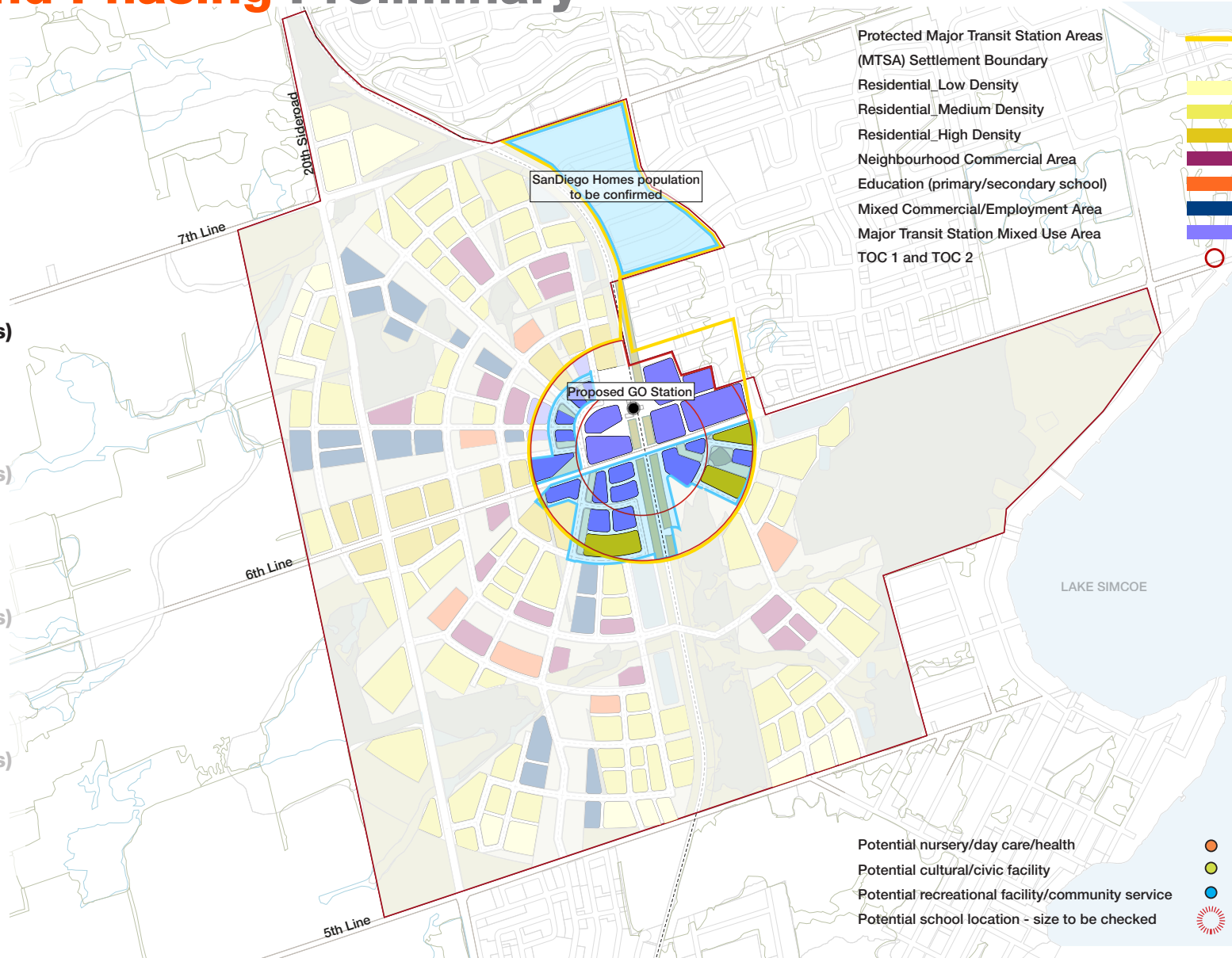
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617

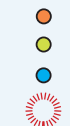


- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2



SUBTOTAL 2051
 Dwelling No. _ 13,090
 Population No. _ 22,491
 Employment No. _ 2,497

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked



Total Population 2091
 _ 83,256



Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

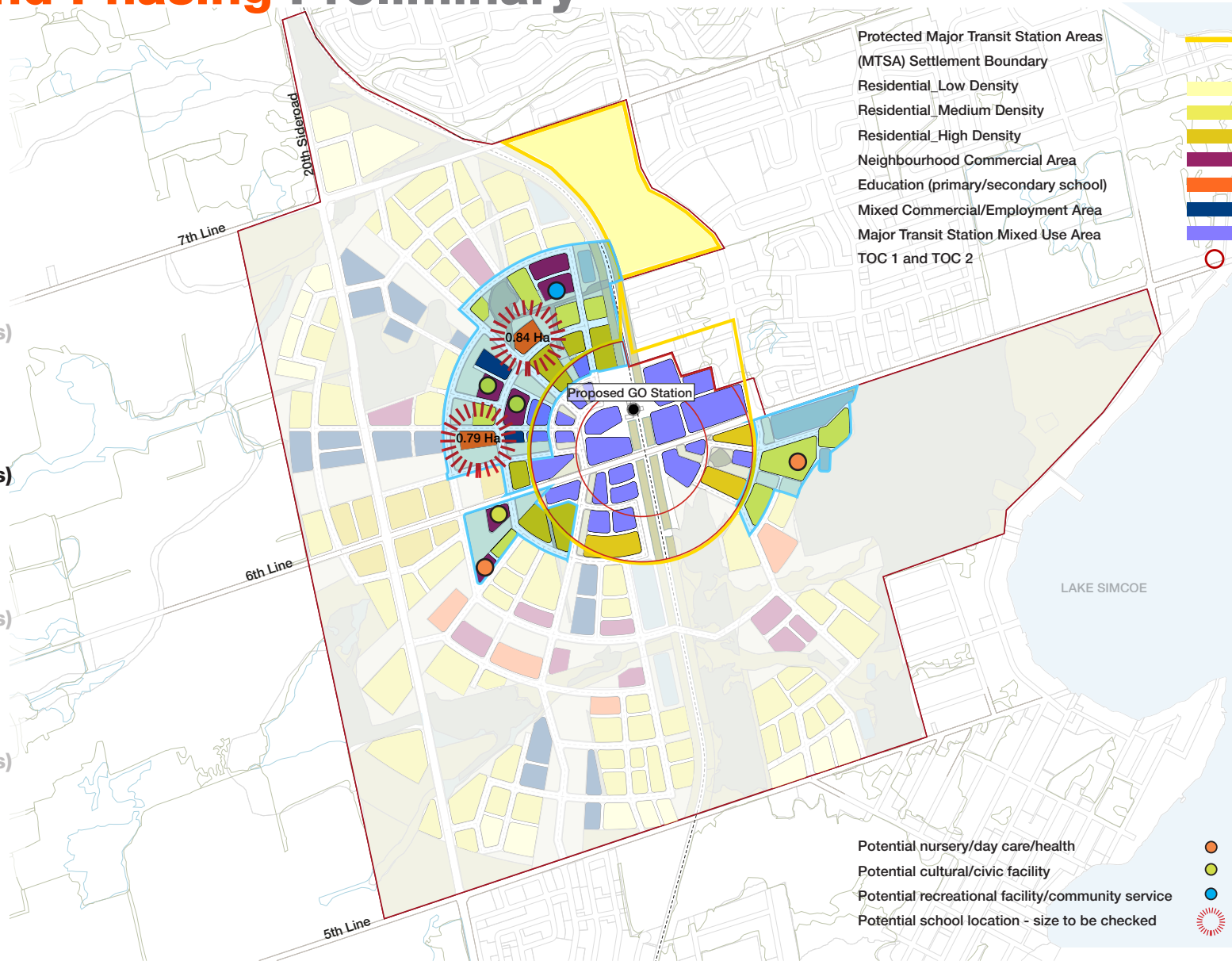
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617

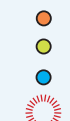


- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2

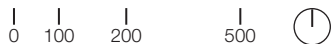


SUBTOTAL 2061
 Dwelling No. _ 20,909
 Population No. _ 36,484
 Employment No. _ 4,159

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked



Total Population 2091
 _ 83,256



Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

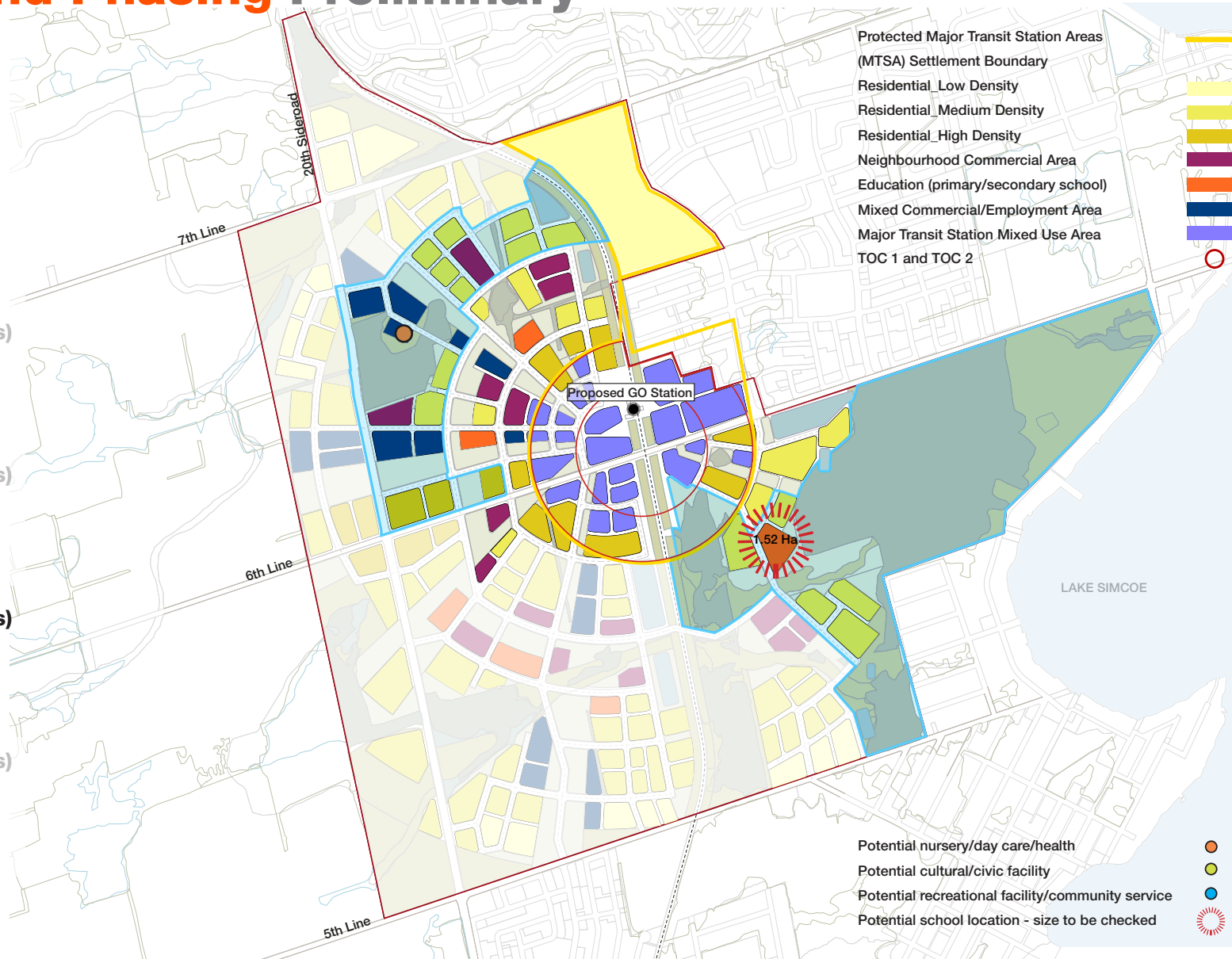
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617



- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2



SUBTOTAL 2071
 Dwelling No. _ 28,669
 Population No. _ 51,269
 Employment No. _ 9,541

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked



Total Population 2091
 _ 83,256



Population and Phasing Preliminary

2021 - 2026 (5 Years)

Dwelling No. _ 2,364
 Population No. _ 4,068
 Employment No. _ 581

2026 - 2031 (5 Years)

Dwelling No. _ 3,118
 Population No. _ 5,336
 Employment No. _ 767

2031 - 2051 (20 Years)

Dwelling No. _ 7,608
 Population No. _ 13,087
 Employment No. _ 1,149

2051 - 2061 (10 Years)

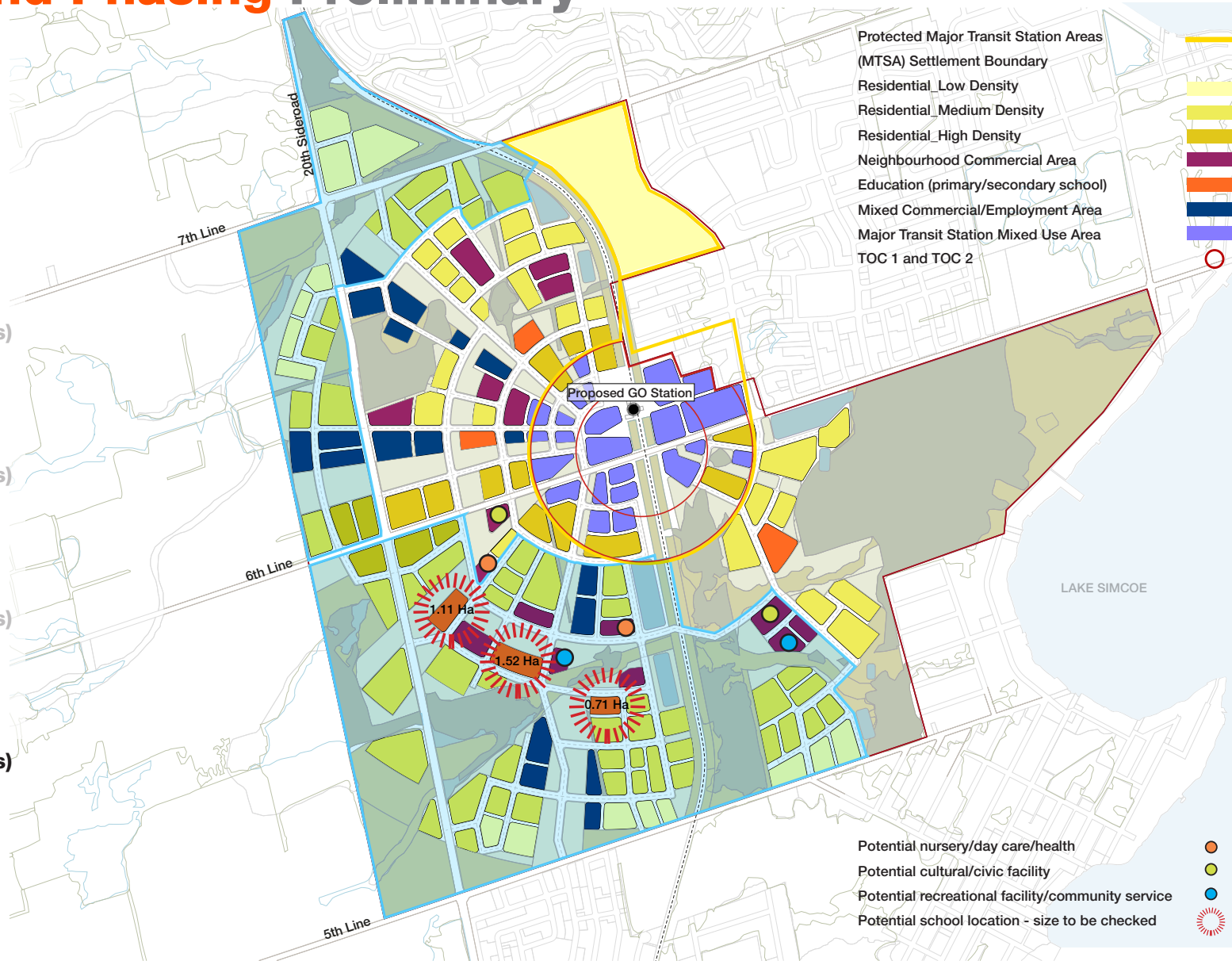
Dwelling No. _ 7,819
 Population No. _ 13,993
 Employment No. _ 1,662

2061 - 2071 (10 Years)

Dwelling No. _ 7,760
 Population No. _ 14,785
 Employment No. _ 5,382

2071 - 2091 (20 Years)

Dwelling No. _ 14,675
 Population No. _ 31,987
 Employment No. _ 8,617

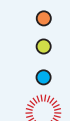


- Protected Major Transit Station Areas (MTSA) Settlement Boundary
- Residential_Low Density
- Residential_Medium Density
- Residential_High Density
- Neighbourhood Commercial Area
- Education (primary/secondary school)
- Mixed Commercial/Employment Area
- Major Transit Station Mixed Use Area
- TOC 1 and TOC 2



SUBTOTAL 2091
 Dwelling No. _ 43,344
 Population No. _ 83,256
 Employment No. _ 18,158

- Potential nursery/day care/health
- Potential cultural/civic facility
- Potential recreational facility/community service
- Potential school location - size to be checked

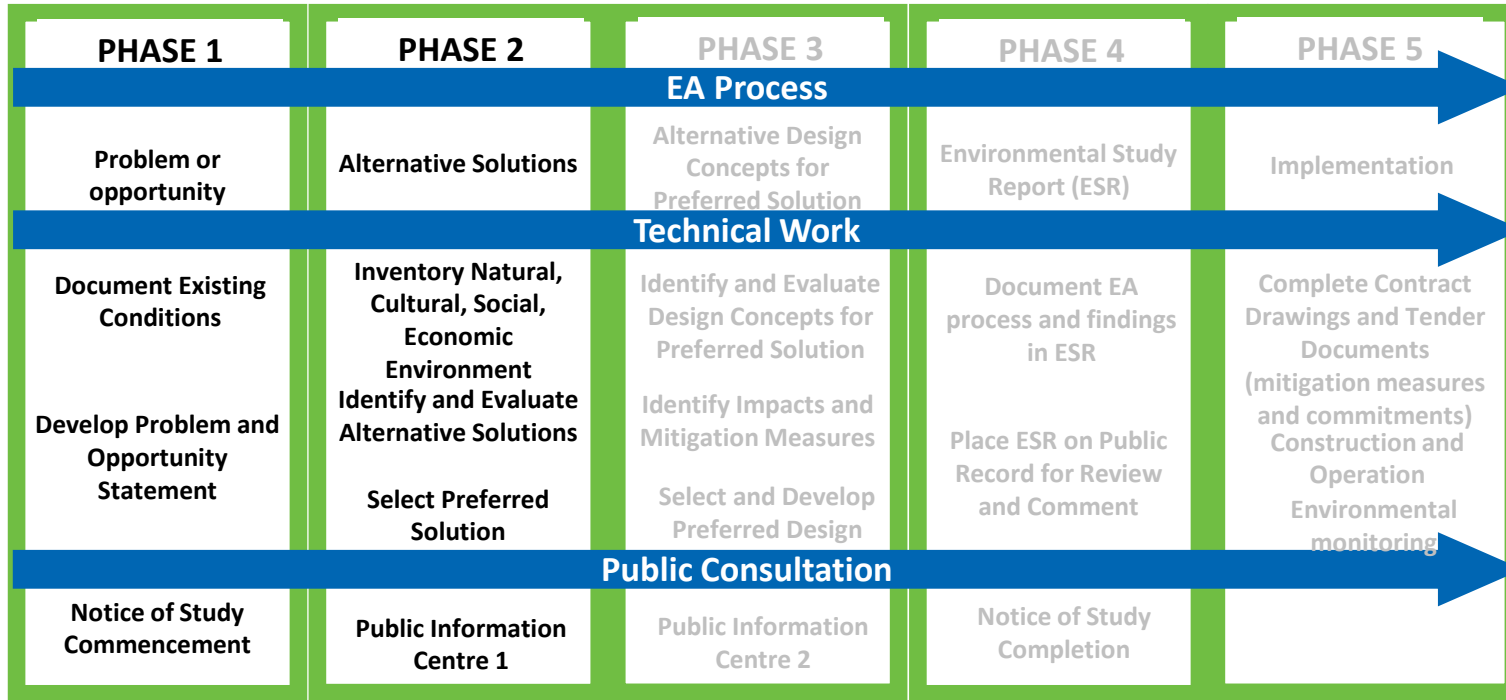


Total Population 2091
 _ 83,256



SERVICING MASTER PLAN

Servicing Master Plan Addresses Phases 1 and 2 of the Class EA Process



Planned for December 2022

Municipal Class Environmental Assessment Process:

Outlines municipal projects according to their anticipated environmental impact and requires more stringent review as the size of the environmental impact increases.

The Class EA defines a Master Plan as:

“A long-range plan, integrating infrastructure requirements for present and future land use with environmental planning principles. The plan examines the infrastructure system in order to outline a framework for planning subsequent projects and/or developments” (Class EA, 2000, as amended in 2015)

The Servicing Plan being prepared for the OPIP study area includes municipal services (stormwater, wastewater, water and transportation).

Servicing Master Plan Problem and Opportunity Statement

Problem

The Town of Innisfil is undertaking the OPIP Secondary Plan to develop guidelines for a new community within the Town of Innisfil with a focus on preserving agricultural lands and natural landscapes, while encouraging a mix of small town and urban living. Currently only a portion of the study area has municipal services. In order to support future development to 2051 new and additional municipal infrastructure must be added.

Opportunity

The OPIP Secondary Plan and Servicing Plan are being developed concurrently to provide an integrated planning approach to guide future development and full municipal infrastructure services within the study area.

CONNECTING COMMUNITIES



GENTLE DENSITY,
MIXED BUILDING TYPOLOGIES



BUS ROUTE LINKING COMMUNITIES,
ACTIVATING STREESCAPES



ACTIVE TRAVEL / MODE SHIF



Thank You

Sajecki →
Planning

WestonWilliamson+Partners

HATCH

RESIDENTIAL LED MAST

