

Appendix A

Excerpt of the Proposed Amendment to the City of Barrie Official Plan 2051 (May 2024) for the Boundary Adjustment

The chart is intended to represent the draft amendment proposed for Section 2.4 Growth Management, Section 2.5 General Land Use Policies, Section 2.6.11 Employment – Industrial, Section 3.2 General Urban Design Policies, Section 4.3 Mobility Network, Section 4.5 Freight-Supportive Corridors, Section 5.6 Greenspace, Section 6.6 Infrastructure Resilience, Section 9.5 Guidance for Different Types of Development Applications and Land Use Controls and Section 10.2 Definitions to integrate within the City’s Official Plan lands as defined within the *Barrie-Oro-Medonte-Springwater Boundary Adjustment Act, 2025*.

Section	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE-THRU</del>
Applicable Sections	
2.4.2.2 Built-Up Area	The City has a <del>delineated built boundary as defined by the Minister which is shown on Map 1. The lands within that boundary are the</del> Built-Up Area <b>which is shown in Map 1.</b>
2.5 General Land Use Policies h)	All new development shall be on full municipal services. <b>Individual or communal services may be considered on a temporary basis in advance of municipal servicing in <i>Designated Greenfield Areas</i>.</b>
2.6.11 Employment Area – Industrial  2.6.11.2 Land Use Policies	After e) <b>Lands surrounding the proposed Partridge Road and Highway 400 interchange will be planned to accommodate industrial-type employment uses that require convenient and unobstructed access to Highway 400.</b>
3.2.4.2 Gateways	d) The following are considered major gateways: <b>ix) Where Partridge Road intersects with Highway 400</b> <b>x) Where Penetanguishene Road intersects with Highway 11</b>
4.3.1.1 Highway 400	4.3.1.1 Highway 400 <b>and Highway 11</b>  Highway 400 <b>and Highway 11 are</b> <del>is</del> a provincially owned and managed controlled access freeways, and acts as a significant corridor for people and goods movement through Barrie connecting northern Ontario with the south and major international trade routes. To guide the function of <del>Highway 400</del> <b>provincial highways</b> , as well as appropriate development adjacent to the highway, the following policies apply:

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|  | <ul style="list-style-type: none"><li>a) Any development within the Ministry of Transportation's permit control area as prescribed in the <i>Public Transportation and Highway Improvement Act</i> will be subject to Ministry approval. Ministry permits may be conditional on, but not limited to, the review and approval of traffic studies and/or storm-water management reports which assess site impacts on <del>Highway 400</del> <b>provincial highways</b> and identify the need for development-driven highway improvements in accordance with Ministry guidelines.</li><li>b) The City will work with the Province to secure improvements to accommodate the City's broader mobility network objectives, including to existing and new <del>Highway 400</del> <b>provincial highway</b> interchanges and at <i>Strategic Growth Areas</i> as shown on Map 1. The City will seek to secure land for such purposes, where warranted, through the development approval process.</li><li>c) The City will work with the Province to ensure the use and function of Highway 400 <b>and Highway 11</b> as a regional transportation corridors and gateways to northern Ontario by optimizing the municipal road network to accommodate intra-city passenger and goods movement travel needs.</li><li>d) The City will work with the Province to provide restoration and enhancement of the landscape within and adjacent to the right-of-way of <del>Highway 400</del> <b>provincial highways</b>.</li><li>e) The City will encourage and support grade separated crossings of <del>Highway 400</del> <b>provincial highways</b>, as needed, at arterial and collector streets that would accommodate all modes of travel in areas of high demand or strategic need; furthermore:<ul style="list-style-type: none"><li>i) The City will seek to secure land for such purposes, where warranted, through the development approval process; and,</li><li>ii) The City will work with the Province to ensure mobility network options are given consideration in the design of new or replacement crossings.</li></ul></li><li>f) Due to noise, environmental, and truck traffic concerns, areas directly adjacent to the provincial highway right-of-way should generally be protected for non-residential purposes.</li></ul> |
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	<p>g) Low-rise housing, such as single detached, semi-detached and townhouses, shall be strongly discouraged adjacent to <del>Highway 400</del> <b>provincial highways</b>.</p> <p>h) New development proposed on <i>adjacent lands</i> to <del>Highway 400</del> <b>provincial highways</b> should be compatible with, and supportive of, the long-term purposes of the highway as a key provincial corridor and should be designed to avoid, mitigate or minimize <i>negative impacts</i>.</p>
4.3.1.7.1 Cycling Network	c) The City will strive to include cycling facilities on Highway 400 <b>and Highway 11</b> crossings where feasible
4.3.1.7.4 Municipal Responsibilities for Active Transportation Infrastructure	e) The City will work with the Province to co-ordinate, prioritize, and secure investment in active transportation infrastructure to improve connectivity and mobility at all Highway 400 <b>and Highway 11</b> crossings wherever feasible.
4.5 Freight-Supportive Corridors	<p>Barrie's <i>freight-supportive</i> corridors, identified on Map 4b of this Plan, link <i>Employment Areas</i> to <i>major goods movement facilities and corridors</i> and therefore play an important role in the safe and efficient movement of goods. They are a foundational part of Barrie's economy.</p> <p>These corridors were identified on the basis of proximity to <i>Employment Areas</i> and direct access to Highway 400, <b>Highway 11</b> and rail corridors. The corridors complement the in-effect Traffic By-law, which contains permissions with respect to heavy truck routes throughout the City. Protecting these routes from major traffic congestion that would otherwise be brought about by use from private automobiles thereby allows for ease of truck traffic movements supporting just-in-time delivery and successful businesses in the City.</p>
<b>5.6.3.1 Little Lake Park</b> (to be renumbered)	<p><b>Little Lake Park, consists of provincially significant wetlands and shoreline within the Willow Creek Subwatershed Area of the Nottawasaga Watershed. For this Waterfront area the following polices shall be considered:</b></p> <p>a) <b>The city shall establish a management authority to promote its protection, restoration and expansion</b></p> <p>i. <b>The land shall be held for conservation purposes, and development of the land for non-conservation uses shall be prohibited.</b></p>

<p>6.6.2 Development Control (Infrastructure and Resilience)</p>	<p>c) New development shall not be permitted on individual on-site <i>sewage</i> services where municipal <i>sewage</i> services and municipal water services are not provided. Expansions or additions to existing development on individual on-site <i>sewage</i> services may be permitted only when they do not exceed the capacity of the existing on-site system and where they do not constitute a significant drinking water threat. Development will be required to connect to municipal services when they become available.</p> <p><i>To be inserted after c):</i></p> <p><b>d) New development within Designated Greenfield Areas for the lands included in Bill 76 may be permitted to use private communal services and/or individual services, on a temporary basis where municipal services are not available, planned, or feasible; subject to ensuring that temporary, private servicing connections are ultimately discontinued in favour of municipal services for long term connection when municipal services become available. Any costs associated with private services will be at the sole expense of the Owner.</b></p>
<p>9.5.2 Phasing</p>	<p><del>g) Development shall proceed in accordance with the phasing plan in Appendix 2 for the new <i>Designated Greenfield Area</i> lands. Prior to the commencement of development in each phase, the policies of Section 9.5.1 shall be satisfied, required sub-watershed impact studies shall be completed, the availability of water and wastewater services confirmed, the availability of internal and external transportation infrastructure to support the level of development proposed shall be confirmed, and the City shall be satisfied that development can be undertaken in a financially responsible manner in conformity with the principle that growth pays for growth to the greatest extent possible within the law.</del></p>
<p>10.2 Definitions</p>	<p><i>Designated Greenfield Areas</i>: Lands within settlement areas <del>(not including rural settlements)</del> but outside of delineated built-up areas that have been designated in an Official Plan for development and are required to accommodate forecasted growth to the horizon of this Plan. <del>Designated Greenfield Areas do not include excess lands.</del> <b>For added clarity, <i>designated greenfield areas</i> has the same intent and meaning as “<i>designated growth areas</i>” in the Provincial Planning Statement.</b></p>

<p>Section</p>	<p>Amendment – New Text in BOLD and Deleted Text in STRIKE-THRU</p>
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Map 1	Community Structure Recommended for amendment attached as Appendix 1 to Part B of the Official Plan Amendment No. XX
Map 2	Land Use Designations Recommended for amendment attached as Appendix 2 to Part B of the Official Plan Amendment No. XX
Map 3	Natural Heritage Protection Overlays Recommended for amendment attached as Appendix 3 to Part B of the Official Plan Amendment No. XX
Map 4a	Mobility Network Recommended for amendment attached as Appendix 4 to Part B of the Official Plan Amendment No. XX
Map 4b	Mobility Network Recommended for amendment attached as Appendix 5 to Part B of the Official Plan Amendment No. XX
Map 5	Right of Way Widths Recommended for amendment attached as Appendix 6 to Part B of the Official Plan Amendment No. XX
Map 6	Greenspace Network Recommended for amendment attached as Appendix 7 to Part B of the Official Plan Amendment No. XX
Map 7	Drinking Water System Vulnerable Areas Recommended for amendment attached as Appendix 8 to Part B of the Official Plan Amendment No. XX
Map 8	Cultural City Features Recommended for amendment attached as Appendix 9 to Part B of the Official Plan Amendment No. XX