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MEMORANDUM

To: Jeff Schelling, Office of the Provincial Land and Development Facilitator

From: Stefan Krzeczunowicz and Walid Abi Akar

Date: July 25, 2025

Re: Joint Land Needs Analysis and Study – Stage 3 Initial Findings

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The City of Barrie, the Township of Oro-Medonte, the Township of Springwater, and the County of Simcoe are engaged in facilitated discussions to develop mutually acceptable growth management solutions across their jurisdictions. To support this effort, the Minister of Municipal Affairs and Housing has tasked the Office of the Provincial Land and Development Facilitator to assist with discussions, to ensure alignment with Provincial priorities, including the creation of housing and employment opportunities.

Technical analysis to support the work has been underway since mid-2024. Stage 3 of this work, launched in March 2025, is being led by Hemson Consulting, supported by RV Anderson, North-South Environmental, and Orland Conservation. This memorandum summarizes the Stage 3 findings to date.

A. UPDATED LAND NEED FOR BARRIE "SPILLOVER" GROWTH

The land need identified in Stage 2 has been refined. Current estimates suggest Barrie requires approximately 500 developable hectares for Community Area and at least 300 developable hectares for Employment Area—totaling approximately 800 hectares. This is slightly lower than the upper range identified in Hemson's December 2024 report.

The 300 hectare Employment Area estimate reflects not only Barrie's 2051 needs, which become constrained before 2051, but also its post-2051 growth. It does not address the broader employment land deficit identified in Simcoe County's Municipal Comprehensive Review or longer-term needs in Springwater.

B. PREFERRED LOCATION FOR EMPLOYMENT AREA EXPANSION

One location within the Study Area stands out for future Employment Area expansion: lands along both sides of Highway 400, starting at the Highway 400/Highway 11 interchange and

extending north toward Forbes Road. This area could accommodate Barrie's 300-hectare Employment Area land need through to 2061, contribute to County needs for its Northern Regional Market Area, and address longer-term needs in Springwater.

Key advantages of this area include:

- Direct access and visibility from a 400-series highway
- Topographically suitable for industrial development
- Potential for large, contiguous employment blocks
- Minimal land use conflicts
- Good access to supply chains, markets and labour
- Ability to serve both rural and urban employment needs
- Proximity to the Simcoe Regional Airport
- Limited environmental and existing infrastructure constraints.

More broadly, the Highway 400 corridor within the Study Area is strategically well-located to meet regional and Provincial interests for employment lands.

The main drawback of this area is that it represents a new Employment Area location, with no existing area urban infrastructure, and servicing feasibility requires further study.

C. OPTIONS FOR ACCOMMODATING COMMUNITY AREA GROWTH

Three scenarios have been developed to accommodate the 500-hectare Community Area land need:

Table 1: Community Area Growth Scenarios

Scenario	Location of Growth	Community Area Developable Land Supply (Preliminary)
1. All in Midhurst	Midhurst Secondary Plan Area	~250 ha (would require expansion to the Midhurst Secondary Plan Area or a land transfer to Barrie)
2. Barrie/Springwater	a. Along Barrie/Springwater boundary b. Along Barrie/Springwater boundary – but Bayfield Street North remains in Springwater	a. ~470 ha b. ~390 ha
3. Barrie/Oro-Medonte	Along Barrie/Oro-Medonte boundary	~450 ha

None of the above scenarios on their own is sufficient to meet the 500 ha developable land need for Community Area lands.

D. PRELIMINARY SERVICING INFRASTRUCTURE FOR SCENARIOS

The existing water and wastewater treatment systems in Barrie, Springwater, and Oro-Medonte were analyzed to assess current infrastructure, planned expansions, available capacity, and projected future demands. Planned capacities were determined using information in the 2020 Midhurst Class Environmental Assessment (EA), communications with the City of Barrie regarding its ongoing Water and Wastewater Master Plan update, the City's design criteria, and the City's 2019 Infrastructure Master Plans. Oro-Medonte's infrastructure was excluded from the analysis, as it is located too far from the planned expansion areas to be considered a viable servicing option.

The available and planned capacities in Barrie and Springwater and Barrie were evaluated against projected demands under each growth scenario. Key findings are summarized below:

- **Scenario 1:** The Midhurst servicing system is expected to have insufficient capacity, even with planned expansion under approved Environmental Assessments, to meet future water demands and wastewater flows. Based on forecasted growth in both Midhurst and the Study Area, planned water supply capacity is projected to fall

short by about 20 megalitres per day (MLD), and planned wastewater treatment capacity by about 12 MLD.

- **Scenario 2:** The Barrie servicing system is expected to have sufficient capacity to meet future water demands and wastewater flows. The planned water supply capacity in Barrie—including existing capacity and capacity created through future expansion—would retain a residual capacity close to 3 MLD, while the wastewater treatment capacity would still have a residual capacity just under 5 MLD.

- **Scenario 3:** Under this scenario, the Barrie system is also expected to have sufficient capacity to meet future water demands and wastewater flows. The planned water supply capacity in Barrie would retain a residual capacity of approximately 6.5 MLD, while the wastewater treatment capacity would retain a residual capacity just under 7 MLD.

Stormwater Management considerations were also initiated. Increases in peak flows were estimated based on the land use breakdowns for each growth area, preliminary locations for stormwater management facilities were identified within each block.

The existing road network was analyzed with respect to current traffic volumes and planned improvements within the Study Area. Trip generation estimates were developed for each growth scenario, and potentially impacted corridors were identified.

The next phase of the servicing infrastructure analysis will include: assessment of the capacity of other critical infrastructure assets; identification of required infrastructure upgrades to address gaps and service the forecasted growth in each scenario; and preparation of an opinion of probable cost for these infrastructure improvements.

E. CROSS-BORDER SERVICING CONSIDERATIONS

Potential options include cross-border servicing between Barrie and Oro-Medonte or Barrie and Springwater, with or without municipal boundary adjustments. These arrangements could offer mutual benefits:

- **For the Townships:** access to servicing capacity to support growth within existing boundaries.

- **For Barrie:** opportunities to share infrastructure costs, including new investments, with a neighbouring municipality, as well as maximizing the usage of existing

capacity for broader regional economic benefit (and provided overall fiscal impacts to the City are positive).

There are, however, potentially significant drawbacks. In particular, for Oro-Medonte:

- The Township would be managing large-scale urban growth the first time, which can bring financial and operational challenges. New residents in the serviced area are likely to expect the same level of services available to their neighbours in Barrie (e.g. transit, full-time fire protection, solid waste management). As such, servicing arrangements may need to extend beyond water and wastewater, even covering soft services like recreation services and libraries.

- Many of the benefits and drawbacks for Springwater are the same as with Oro-Medonte, although Springwater is planning for a significantly greater amount of urban growth than Oro-Medonte.

- From the City's perspective, a partnership could bring long-term servicing obligations and associated risks. It would be difficult to justify sharing services designed for the City's own growth without a mechanism to share tax revenues from developed lands.

Experience from similar cross-boundary arrangements elsewhere in Ontario suggests success requires willing partners, clear mutual benefits and, typically, Provincial support.

F. NEXT STEPS

The following tasks are planned over the next two months:

- **Environmental mapping and constraint analysis** for potential Community and Employment Area expansion lands.

- **Servicing requirements and costing**, including water, wastewater, transportation, stormwater, as well as electrical, and natural gas. This work will, in particular, consider the option for servicing proposed development along Bayfield Street immediately north of the current Barrie/Springwater boundary. Impacts on sensitive receiving waterbodies (e.g. Lake Simcoe) will also be assessed.

- Continuing engagement with all municipalities over the coming weeks with a **Plenary Session** in September among the four municipalities to establish a framework agreement.

- **Reporting** on the results of the technical work completed by the consulting team. The preliminary findings of this technical work will be available for the September Plenary Session.