

**AMENDMENT NO. 007**  
**TO THE**  
**CITY OF BARRIE**  
**OFFICIAL PLAN**

OFFICIAL PLAN  
FOR THE  
CITY OF BARRIE  
Amendment No. 007

Amendment No. 007 to the Official Plan for the City of Barrie was recommended to Council by General Committee under the provisions of the *Planning Act*, on the 22<sup>nd</sup> day of April, 2026.

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**Mayor – A. Nuttall**

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**City Clerk – Wendy Cooke**

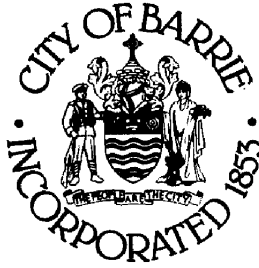
This amendment was adopted by the Corporation of the City of Barrie by By-law No. 2026-XXX in accordance with the provisions of the *Planning Act*, on the 29<sup>th</sup> day of April 2026.

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**Mayor – A. Nuttall**

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**City Clerk – Wendy Cooke**



Bill No. XXX

**BY-LAW NUMBER 2026-XXX**

A By-law of the Corporation of the City of Barrie to adopt an amendment to the Official Plan (OPA No. 007).

**WHEREAS**, Section 21 of *The Planning Act*, R.S.O., 1990 Chapter P.13 authorizes Council to initiate an amendment to or repeal of any Official Plan that applies to the municipality;

**AND WHEREAS**, by Resolution 25-G-XXX, the Council of the Corporation of the City of Barrie deems it expedient to pass such a by-law to adopt an amendment to the City of Barrie Official Plan;

**NOW THEREFORE**, the Council of the Corporation of the City of Barrie enacts as follows:

1. Amendment No. 007 to the City of Barrie Official Plan attached to and forming part of this by-law, is hereby adopted.

**READ** a first and second time this 29<sup>th</sup> day of April 2026.

**READ** a third time and finally passed this 29<sup>th</sup> day of April 2026.

**THE CORPORATION OF THE CITY OF BARRIE**

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**Mayor – A. Nuttall**

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**Clerk – Wendy Cooke**

This Amendment No. 007 to the Official Plan for the City of Barrie which has been recommended by General Committee and adopted by the Council of the Corporation of the City of Barrie, is hereby approved in accordance with the *Planning Act* as Amendment No. 007 to the City of Barrie Official Plan.

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**Date**

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**City Clerk – Wendy Cooke**

**OFFICIAL PLAN AMENDMENT NO. 007**

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**AMENDMENT NO. 007  
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OFFICIAL PLAN**

## **THE CONSTITUTIONAL STATEMENT**

The following Amendment to the Official Plan for the City of Barrie consists of three parts:

**PART A – THE PREAMBLE** consists of the purpose, location and basis for the Amendment and does not constitute part of this amendment.

**PART B – THE AMENDMENT** sets out the actual Amendment and consists of the following text and schedules which constitute AMENDMENT NO. 007 to the Official Plan of the City of Barrie.

**PART C – THE APPENDIX** does not constitute part of this amendment and contains the details for the Public Meeting Minutes, Staff Report, and the Council Resolution associated with this amendment.

## **PART A - THE PREAMBLE**

### **PURPOSE**

The purpose of this amendment to the Official Plan 2051 (May 2024) is to incorporate lands conveyed from the Township of Oro-Medonte through [Bill 76](#). The boundary adjustment came into effect on January 1<sup>st</sup>, 2026. The official plans of the Township of Oro-Medonte and County of Simcoe for those lands conveyed through the boundary adjustment are deemed to be the official plan of the City of Barrie until they are revoked or amended. In support of the amendment to incorporate former Township lands into the City Official Plan 2051 (May 2024), revisions and updates to policies and schedules are required.

### **LOCATION**

This Amendment is intended to apply to lands identified through the *Barrie-Oro-Medonte-Springwater Boundary Adjustment Act, 2025* which were formerly part of the Township of Oro-Medonte and additional lands within the Built-Up Area of the City of Barrie being 418, 428, 436, 444 and 445 Blake Street, 247 and 256 Steel Street and 138 Penetanguishene Road.

### **BASIS**

The Official Plan Amendment proposes to incorporate those lands identified through Bill 76 which support the City's long term needs for Employment and Community Areas as established through a Joint Land Needs Analysis and Study completed in the fall of 2025. Adjacent lands within the City's current Built Up Area including 418, 428, 436, 444 and 445 Blake Street, 247 and 256 Steel Street and 138 Penetanguishene Road are also proposed for amendment to their designation. Changes proposed in addition to amended Schedules include:

- Establishing specific management authority and environmental protections for Little Lake;
- Permitting, within those lands subject to the OPA, temporary provision of communal services for private septic and water supply where municipal services are not available, planned or feasible to support new development;
- Extension of *Designated Greenfield Areas* policies to require Landowner Group coordination and area specific development charges;
- Enhanced protection for *Employment Areas* in line with Provincial policy; and
- Establishing a policy for a Settlement Boundary buffer for transition to adjacent Townships.

The intent of this Amendment is to ensure that the *Boundary Adjustment Act* lands are integrated into the City's Official Plan 2051 in a way which supports the City's long-term needs for Employment and Community Areas. In recognition that the City's Official Plan is new and relevant, staff have proposed minor modifications to the existing policies to

support area specific development. Existing land use designations have been extended across the new lands with consideration given to existing uses, adjacent established neighbourhoods, natural heritage features and the City's long-term needs.

## PART B – THE AMENDMENT

### DETAILS OF THE AMENDMENT

1. The policies of the Official Plan of the City of Barrie are hereby amended by making changes to the text as follows:

	Section	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE-THROUGH</del>
i.	2.3.5 Employment Areas	<p>k) <b>For those lands incorporated into the City of Barrie on January 1, 2026, employment land uses shall be prioritized, where appropriate, over residential development. The City shall support and direct planning review, infrastructure investment, and land use permissions in a manner that facilitates the timely development of employment uses and ensures the availability of an adequate supply of employment lands to meet long-term needs.</b></p> <p><b>Residential development within the Bill 76 lands will be permitted only where it can be demonstrated, to the satisfaction of the City, that:</b></p> <ul style="list-style-type: none"> <li>• <b>the proposed development will not compromise the planned function, viability, or long-term supply of employment lands;</b></li> <li>• <b>adequate employment land opportunities have been planned for and protected within the surrounding area; and</b></li> <li>• <b>the proposal is consistent with the policies of this Official Plan and applicable provincial policy regarding employment areas.</b></li> </ul> <p><b>This policy does not preclude the ability for applications to be submitted for Employment Land Conversions subject to section 7.3.6 of this Plan.</b></p>
ii.	2.4.2.2 Built-Up Area	<p>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 which is shown in Map 1.</p>
iii.	2.5 General Land Use Policies h)	<p>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 Designated Greenfield Areas.</b></p>
iv.	2.6.11.2 Employment Area – Industrial Land Use Policies	<p>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></p>

	Section	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE-THROUGH</del>
v.	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>
vi.	4.3.1.1 Highway 400	<p>4.3.1.1 Highway 400 <b>and Highway 11</b></p> <p>Highway 400 <b>and Highway 11</b> <del>are</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:</p> <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:</li> </ul>

	Section	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE-THROUGH</del>
		<p>i) The City will seek to secure land for such purposes, where warranted, through the development approval process; and,</p> <p>ii) The City will work with the Province to ensure mobility network options are given consideration in the design of new or replacement crossings.</p> <p>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.</p> <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>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>
vii.	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.
viii.	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.
ix.	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>

	Section	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE-THROUGH</del>
x.	<b>5.6.3.1 Little Lake Park</b> (to be renumbered)	<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> a) <b>The city shall establish a management authority to promote its protection, restoration and expansion. The land shall be held for conservation purposes, and development of the land for non-conservation uses shall be prohibited.</b>
xi.	<b>5.6.7 Buffers with Adjacent Communities</b>	<b>The City will establish, where appropriate, <i>Buffer Lands</i> within the boundary adjustment area and generally along the new <i>Settlement Area</i> boundary. Identified lands shall not permit development however may be used for parks or infrastructure.</b>
xii.	6.6.2 Development Control (Infrastructure and Resilience)	c) New development shall not be permitted on individual on-site sewage services where municipal sewage services and municipal water services are not provided. Expansions or additions to existing development on individual on-site sewage 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.  <i>To be inserted after c):</i> <b>d) New development within Designated Greenfield Areas may permit on a temporary basis where municipal services are not available, or planned, private communal services and individual services subject to ensuring that municipal service connections are prepared for long term connection.</b>
xiii.	9.5.2 Phasing	<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>

2. That Section 10.2 Definitions of the Official Plan of the City of Barrie are hereby amended by making changes to the text as follows:

	Definition	Amendment – New Text in <b>BOLD</b> and Deleted Text in <del>STRIKE THRU</del>
i.	Designated Greenfield Areas	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, Designated Greenfield Areas has the same intent and meaning as “Designated Growth Areas” in the Provincial Planning Statement.</b>
ii.	<b>Buffer Lands</b>	<b>Lands within the Boundary Adjustment Area as identified by the City where development may not be permitted. These lands may include provincially designated and locally identified natural heritage features.</b>

3. The Official Plan of the City of Barrie is hereby amended by making changes to Maps 2: Land Use Designation as follows:

i.	Map 2	Land Use Designation Recommended for amendment attached as Appendix 1 of the Official Plan Amendment No. 007
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**IMPLEMENTATION**

The Official Plan Amendment will be incorporated within the existing Official Plan 2051 (May 2024) and implemented through future infrastructure master plan work and as part of future site-specific development applications.

**INTERPRETATION**

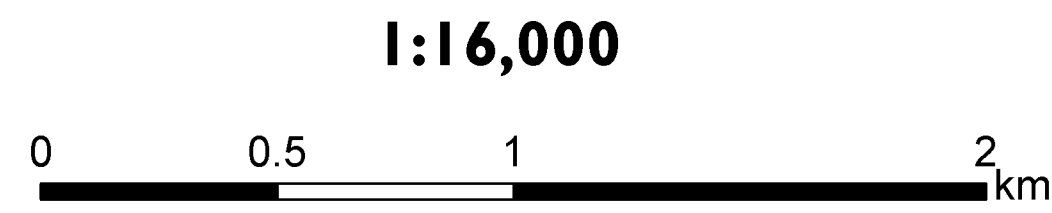
The remaining provisions of the Official Plan, as amended from time to time, shall apply in regard to this amendment.

**Attachment 1 to Official Plan Amendment No. 007  
Map 2 – Land Use Designation (former Oro-Medonte)**



# Official Plan Amendment Boundary Adjustment 2026 OPA 007

## Official Plan - Map 2 Land Use Designation



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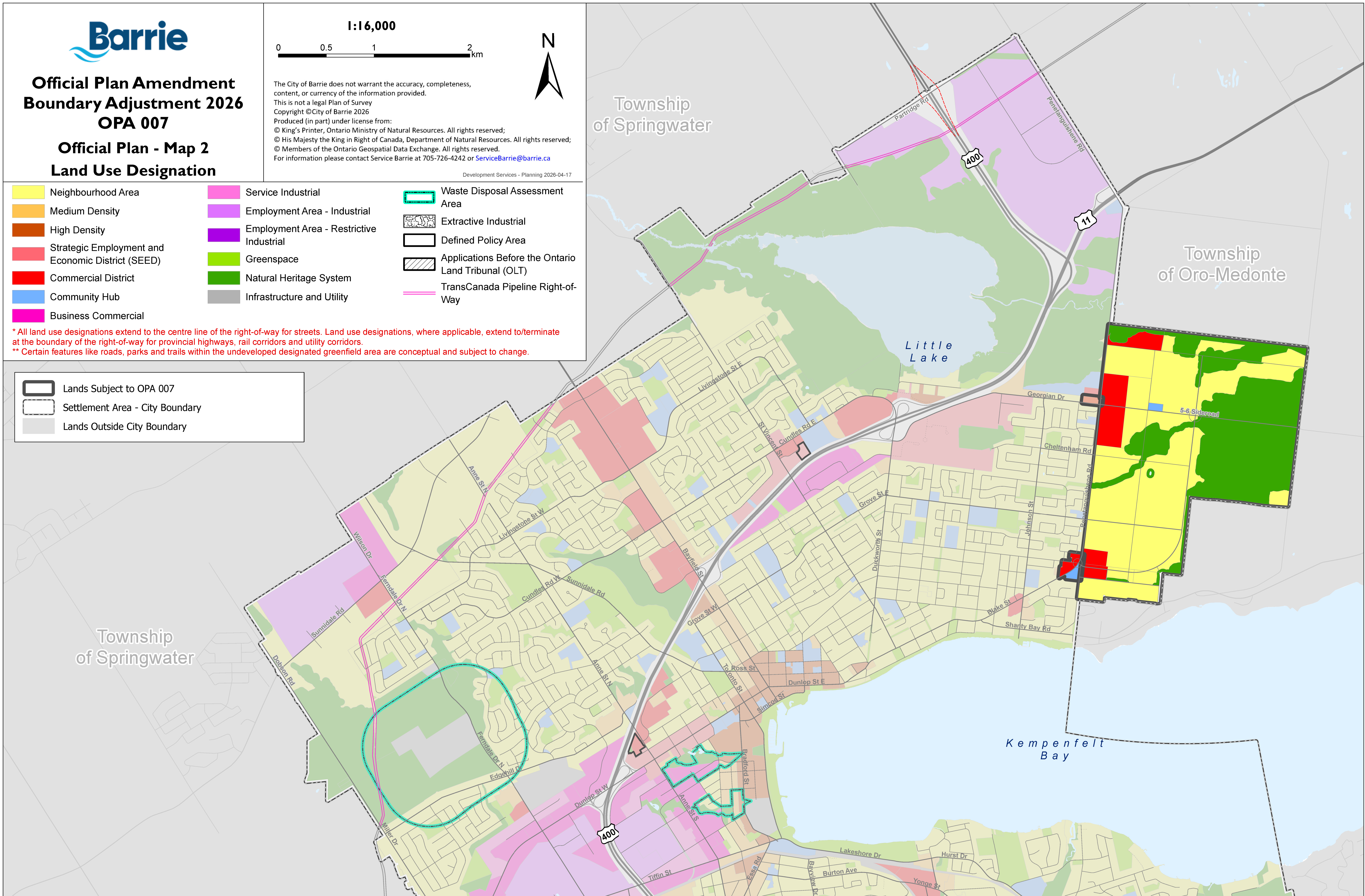
Development Services - Planning 2026-04-17

- |   |  |   |
|---|--|---|
| Neighbourhood Area                                | Service Industrial                       | Waste Disposal Assessment Area                      |
| Medium Density                                    | Employment Area - Industrial             | Extractive Industrial                               |
| High Density                                      | Employment Area - Restrictive Industrial | Defined Policy Area                                 |
| Strategic Employment and Economic District (SEED) | Greenspace                               | Applications Before the Ontario Land Tribunal (OLT) |
| Commercial District                               | Natural Heritage System                  | TransCanada Pipeline Right-of-Way                   |
| Community Hub                                     | Infrastructure and Utility               |   |
| Business Commercial                               |  |   |

\* All land use designations extend to the centre line of the right-of-way for streets. Land use designations, where applicable, extend to/terminate at the boundary of the right-of-way for provincial highways, rail corridors and utility corridors.

\*\* Certain features like roads, parks and trails within the undeveloped designated greenfield area are conceptual and subject to change.

- |                                 |
|---------------------------------|
| Lands Subject to OPA 007        |
| Settlement Area - City Boundary |
| Lands Outside City Boundary     |



Township of Springwater

Township of Oro-Medonte

Township of Springwater

Kempenfelt Bay

Little Lake

5-6 Sideroad

400

11

400

400

**PART C - THE APPENDIX**

**RECORD OF COUNCIL ACTIONS**

1. On April 8, 2026, an Open House was held for the proposed Official Plan Amendment.
2. On April 15, 2026, at Affordability Committee, a Public Meeting was held for the proposed Official Plan Amendment application, where one member of the public spoke.
3. On April 22, 2026, General Committee received Staff Report DEV013-26 and accepted the recommendation of staff to approve the application for an Official Plan Amendment to incorporate lands brought into the City as a result of the Barrie-Oro-Medonte-Springwater Boundary Adjustment Act, 2025.
4. On April 29, 2026, Council ratified the decision of General Committee to approve the applications for an Official Plan Amendment as recommended by staff in Staff Report DEV013-26 (26-G-XXX).