



October 27, 2025

Delivered Via Email: opldf@ontario.ca

Ministry of Municipal Affairs and Housing
Office of the Provincial Land and Development Facilitator
23rd Floor, Suite 2302
777 Bay St.
Toronto M7A 2J3

Attention: Mr. Dan Mathieson, Chair

Dear Sir:

RE: City of Barrie Proposed Boundary Adjustment

On behalf of Lonybra Developments Inc., 2252841 Ontario Inc. (Paul Sadlon), Sean Mason Homes, and additional landowners working with Innovative Planning Solutions, we are pleased to provide the enclosed submission for your information and consideration.

To summarize, we are providing expert planning, engineering, legal, and economic analysis and opinion that we feel fully supports the continued advancement of the incredible work being done through your office, Township of Springwater, City of Barrie, Simcoe County, and Township of Oro-Medonte.

We fully support the key elements of the framework - including fairness, environmental stewardship, adequate land supply for residential and jobs, compensation and opportunity for lost revenues, and unlocking near-term opportunities to get shovels in the ground - and believe that the submission before you fully supports and amplifies the work being done.

Our goal is simple - to bring housing choice, long term care, community uses, and permanent jobs to market in the most timely and cost-effective manner possible. It is our strong position that a positive decision on this file will do that. Jointly, we have the opportunity to put shovels in the ground in late 2026.

In closing, we applaud the ongoing work being done and thank everyone for their tireless efforts. We remain incredibly optimistic that a path forward can be achieved, and we look forward to

continue working collaboratively with your office, Township of Springwater, City of Barrie, Simcoe County, and Township of Oro-Medonte to get shovels in the ground.

Sincerely,
LONYBRA DEVELOPMENTS INC.



Jason Sheldon, RPP
Executive Vice President, Land
The Remington Group Inc.

Encl.

Cc: Warden Basil Clarke and Members of Council – County of Simcoe
Mayor Randy Greenlaw and Members of Council – Township of Oro-Medonte
Mayor Jennifer Coughlin and Members of Council – Township of Springwater
Mayor Alex Nuttall and Members of Council – City of Barrie
Darren Vella, President & Director of Planning – Innovative Planning Solutions
Sean Mason, Founder – Sean.ca

CITY OF BARRIE

PROPOSED BOUNDARY ADJUSTMENT

OCTOBER 2025

Submission on Behalf of: Lonybra Developments Inc., 2252841
Ontario Inc. (Paul Sadlon), and Sean Mason Homes et al,

Prepared By: Macaulay Shiomi Howson Ltd.



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1. Planning for the Future – Stronger Together

Consistent with the Provincial Planning Statement (PPS), the Province has worked with the City of Barrie ('Barrie'), the Township of Springwater ('Springwater'), the Township of Oro-Medonte ('Oro-Medonte'), and the County of Simcoe ('the County') to develop a plan for the future of their communities. To make the decisions that

"...shape how our communities grow and prosper.....optimizing investments in infrastructure and public service facilities (which) will support convenient access to housing, quality employment, services and recreation....." (PPS Chapter 1: Introduction)

The resulting joint action plan which forms the basis for a proposed boundary adjustment considers all aspects of growth management – not just developing a plan but establishing a strategy for its implementation and getting shovels in the ground.

The following summarize the benefits of this joint action plan. A specific example is then provided of projects that can proceed as early as 2026 once services are available. This includes projects in Springwater that will provide needed housing choice, including seniors housing, and community services but have been on hold because of lack of services.

2. What are the Community benefits?

Working together will result in a range of community benefits for the residents of Barrie, Springwater and Oro-Medonte, as well as the County and the Province. These benefits include job creation, housing choice, community facilities including schools and medical facilities, and the protection of the natural environment.

The benefits will result from a joint action plan that will get shovels in the ground as early as 2026. This objective is achievable in part due to the ability of the Minister of Municipal Affairs and Housing to issue an Order to implement the Proposed Boundary Adjustment pursuant to Sections 171, 172

and 173 of the *Municipal Act* (See Schedules ‘A’ and ‘B’ Maps of Annexed Lands and a related legal opinion in Attachment A).

2.1 Jobs

2.1.1 Permanent Jobs

Employers need options for lands in the right location to create economic opportunity and jobs. Three areas have been identified:

- Highway 400 between the Highway 400/Highway 11 interchange and extending north to Forbes Road (400 Economic Area) (see Schedule “B”) including 300 ha added to Barrie to meet its long term land need;
- Lake Simcoe Regional Airport lands; and
- Highway 400/Horseshoe Valley Road (Craighurst).

It is anticipated that the Barrie portion of the 400 Economic Area alone will generate in the order of **10,000 permanent jobs**, in addition to construction jobs.

To make these jobs happen, designation of land is not enough. All the municipalities understand the importance of regional co-operation in maximizing employment opportunities. The plan recognizes that business needs support to create jobs - a joint Economic Development Strategic Working Group (EDS Working Group) will co-ordinate strategy and investment for these lands.

The 400 Economic Area exemplifies how the plan will work. The location with its frontage on Highway 400 is ideal for employment uses meeting key site selection criteria including:

- Direct highway access and visibility;
- Flat topography and lack of features which inhibit development;
- Access to labour;
- Access to airport; and,
- Easy to manage/avoid land use conflicts.

The EDS Working Group will work to use all available municipal resources to make this area shovel ready. This includes engineering, servicing, marketing and any other needed support.

The boundary adjustment proposal will also generate jobs within the community. For example, the proposed development at 727 Bayfield Street North will create approximately 300 permanent jobs. Additional details of this development are provided in Section 5.

2.1.2 Construction Jobs

In addition to the creation of permanent jobs, the boundary adjustment will also generate construction jobs. As an example, 727 Bayfield Street North will:

- Directly support 755 planning and construction jobs in Simcoe County; and,
- Inject \$170.2 million in labour income paid across Canada of which \$74.6 million will be retained in Simcoe.
(refer to Attachment B)

Additionally, +/- 12,000 construction jobs will also be generated in the area including:

Table 1 Projected Construction Jobs (Source:landowners)			
Address Springwater	Acres	Total Units	Total Jobs
617 St Vincent	1.7	749	1179
651 Bayfield St N	24	400	1060
508 Anne St N	49	500	1555
831 Sunnidale	135	1000	3110
Sadlon	136	1635	5069
Grand Total			11973

2.2 Housing Choice

The need for additional residential (Community Area) lands to provide homes for residents of Barrie, Springwater and Oro-Medonte and to assist in meeting the Provincial goal of at least 1.5 million homes by 2031, will be partially met through the annexation by Barrie of **283 developable ha**. These lands will provide for a potential **8,000 residential units and homes for 23,000 people**.

Cross border servicing will allow for development of additional residential lands in Springwater.

This approach is designed, consistent with the PPS, to provide for

“an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area”
(PPS, Policy 2.2.1)

The proposed development includes a full range and mix of housing – affordable housing and housing for seniors, as well as a range of low, medium and high density homes. Section 5 describes two projects along the Bayfield Street Corridor that can be ready to put shovels in the ground in 2026.

2.3 Complete Communities

The proposed residential development is to occur in areas designated “Community Area”. The Community Area designation reflects the fact that the lands are planned as “complete communities” which

“...offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services..... (PPS Chapter 8 Definitions)

Planning for public service facilities including a high school, elementary schools and medical facilities is already underway. This includes the development of medical offices and a palliative care hospice in a central location in Springwater on Bayfield St.

2.4 Environmental Protection

A fundamental basis of the plan is a comprehensive approach to Environmental Stewardship and Protection. Environmental mapping and a

constraint analysis was completed by North-South Environmental. This analysis establishes lands which must be protected and those appropriate for development.

Key aspects of this comprehensive approach include:

- A plan for the long-term preservation and public use of lands in the vicinity of Little Lake. Barrie currently owns **293 ha** in that area which are proposed to form the basis for the creation of a Land Conservation Trust.
- Creation of a buffer along the proposed Barrie-Springwater boundary to serve as linear community space and provide ecological and natural heritage linkages, as well as active transportation routes.
- Other environmental lands will be protected including dedication to public agencies as a condition of development.

3. Servicing

Servicing is available for the lands identified for development as established through an assessment by RV Anderson. In particular, the Barrie servicing system has sufficient capacity to meet future water demands and wastewater flows to accommodate additional land needs.

This includes the lands for development in the Bayfield Street North Corridor in Springwater immediately north of the Barrie/Springwater boundary (See Figure 1).

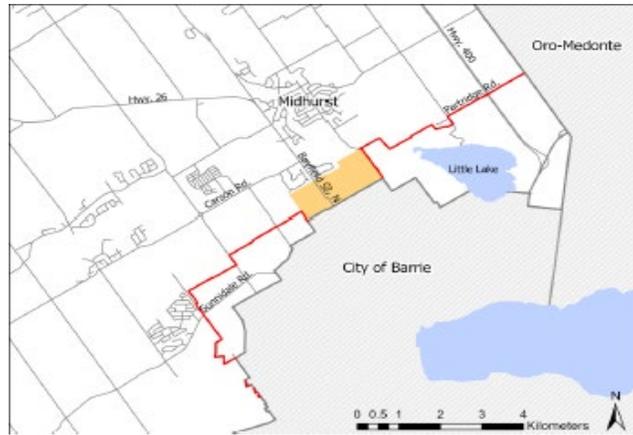


Figure 1



The benefits of providing servicing for this area are outlined in a letter from Tatham Engineering (August 27, 2025) (Attachment C). Tatham Engineering concluded with respect to the Bayfield Street Corridor and additional lands within the proposed annexation lands (referred to as the subject lands below; see Attachment C for specific lands assessed) that:

- There is *insufficient capacity* within existing and planned *Springwater wastewater infrastructure* to service the additional units projected for the subject lands.
- Based on the City of Barrie Wastewater Treatment Facility Annual Report 2024 and current City Master Servicing Plans, *the City's Wastewater Treatment Facility has residual capacity* under existing and future conditions to service the subject lands.
- *Major expansions of Springwater's* existing water supply, storage, treatment and distribution systems would be required to service the subject lands. Alternatively, an entirely new water supply and distribution system would be required. This *results in substantial investments and long lead times*.
- The *City's water supply and distribution system has surplus capacity* and existing infrastructure adjacent to the proposed subject lands. This results in timely and cost-efficient service with minimal upgrades required for initial development phases

4. Financial Benefits

The joint action plan will have substantial financial benefits for Springwater. The City will compensate **Springwater** for all developable land included in the boundary adjustment. The compensation would be in the order of **\$22,000,000** The proposed compensation for **Oro-Medonte** would be approximately **\$10,155,000**.

In addition:

- \$850,000 will be paid to Springwater towards economic development for Springwater; and
- Property taxes for impacted properties will be phased in over 20 years for agricultural lands and five years for all other lands.

The provision of City services for the Bayfield North Corridor lands also provides significant benefits for Springwater as outlined by Tatham Engineering. It will allow the initial phases of development in the Bayfield Street North Corridor to proceed promptly via connection to existing infrastructure. Not only will the resulting development generate fees, development charges for soft services and property taxes for Springwater and its residents, it will also contribute to the Regional, Provincial, and Federal economy. Using 727 Bayfield Street as an example (See Attachment B):

- Value added to the Canadian economy (GDP)
 - 76% captured within Simcoe County \$281.7 million
- Tax revenue \$120 million
- Development Charges (DCs) \$14 million

5. Shovels in the Ground

Cross border servicing is the key to getting shovels in the ground in the near term for the Bayfield Street North Corridor. In accordance with the assessment of R.J. Burnside & Associated Limited (Burnside)(See Attachment D) 727 Bayfield Street (727) is one example of development which can be initiated in 2026 once cross border servicing is approved.

727 can be developed immediately as noted by Burnside because of:

- Proximity to the Barrie boundary and existing infrastructure;
- Cost-efficiency of linear water and wastewater connections totaling approximately \$2 million;
- Independence from other landowners; and,
- Independence from lengthy enabling infrastructure projects by or with others.

The plans for 727 (See Schedule C) involve the construction of much needed services and facilities for the community including a pharmacy and medical office building, a community centre, and a 51 unit palliative care hospice in addition to a range of housing for seniors including:

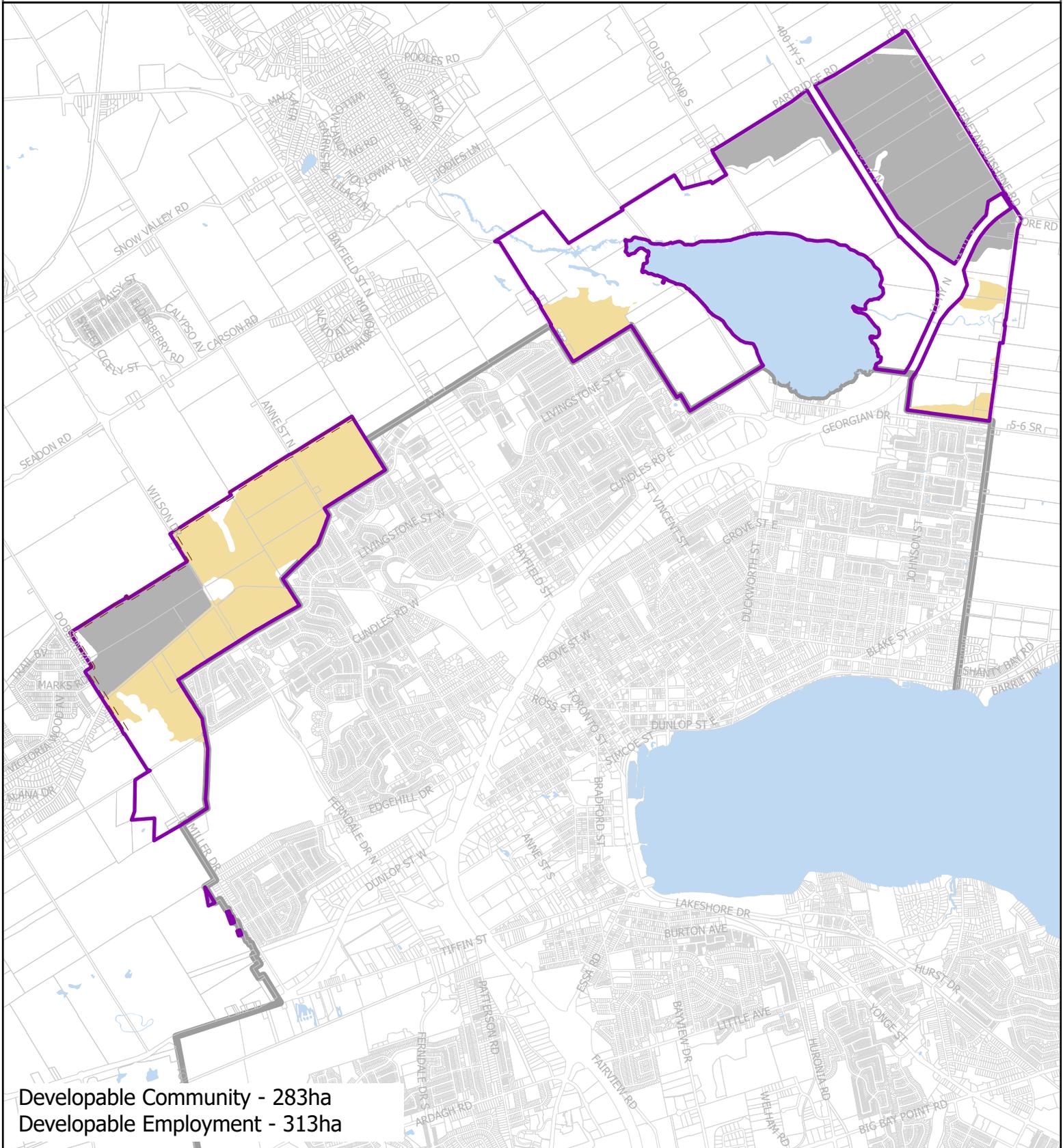
- a life lease seniors building (115 units);
- a retirement home (145 units);
- a long-term care home (160 beds);
- +/- 50 townhouse and single detached homes designed for seniors.

There at least one other project 742 Bayfield which a similar situation.

6. Conclusion

The joint action plan is consistent with the PPS. It considers all aspects of growth management – not just developing a plan, but establishing a strategy for its implementation. It will get shovels in the ground and create jobs, housing and community services for Barrie, Springwater and Oro-Medonte, the County and the Province.

Schedule A - Map of Springwater Annexed Lands



Developable Community - 283ha
 Developable Employment - 313ha



Produced without prejudice

DRAFT

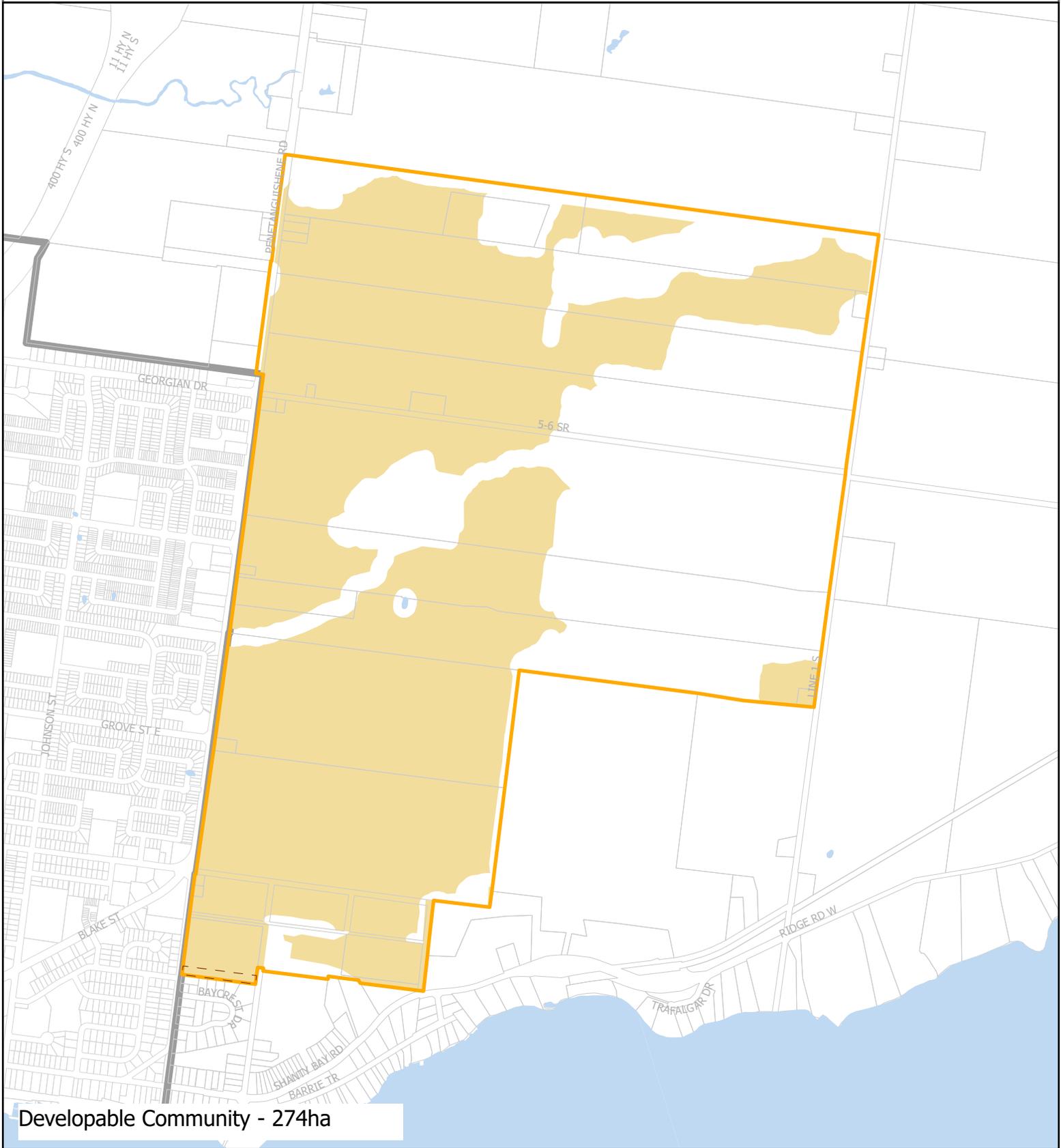
-  New Barrier Lands (1216ha)
-  Buffer 30m (20ha)
-  City of Barrier Boundary
-  Developable Employment
-  Developable Community
-  Parcels

GIS Branch 9/30/2025



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Schedule B - Map of Oro - Medonte Annexed Lands



Developable Community - 274ha



Produced without prejudice

DRAFT

-  Buffer 30m (1ha)
-  New Barrie Lands (457ha)
-  Developable Community
-  Parcels
-  City of Barrie Boundary

GIS Branch 9/23/2025



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Attachment A



Barristers & Solicitors
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Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.597.4299
dbronskill@goodmans.ca

October 27, 2025

Our File No.: 000031

Lonybra Developments Inc.
c/o The Remington Group Inc.
7501 Keele Street, Suite 100
Vaughan, ON L4K 1Y2

Dear Sirs/Mesdames:

Re: City of Barrie and Township of Springwater – Proposed Boundary Adjustment Ministerial Authority

You asked us to review matters related to the proposed boundary adjustment (the “**Proposed Boundary Adjustment**”) between the City of Barrie, the Township of Oro-Medonte and the Township of Springwater. We understand that the Proposed Boundary Adjustment is intended, among other matters, to facilitate new housing and new employment development, as well as infrastructure construction to support such development.

In particular, we are writing to confirm that the Minister has authority to issue an Order to implement the Proposed Boundary Adjustment.

We understand that the Proposed Boundary Adjustment is proceeding pursuant to Sections 171, 172 and 173 of the *Municipal Act*. Further, Ontario Regulation 216/96 (the “**Regulation**”) includes reasons for the Minister to use the powers granted to the above-noted provisions of the *Municipal Act*. These reasons include provision of a timely and efficient restructuring process, facilitation of municipal restructuring over large geographic areas, and facilitation of municipal restructuring of a significant nature.

All of these reasons are engaged by the Proposed Boundary Adjustment. Not only do the lands that would be subject to the Proposed Boundary Adjustment represent a large geographic area, but also there are strong public policy reasons to facilitate a timely and efficient restructuring. As noted above, the Proposed Boundary Adjustment would facilitate significant new housing and new employment development, along with significant infrastructure in support of such development. Clearly, this is a proposed restructuring of a significant nature that engages a large geographic area and that would benefit from a timely and efficient restructuring process.

We are aware of an opinion that suggests the Minister’s discretion to issue an Order to implement the Proposed Boundary Adjustment should be narrowly construed. We disagree. There is no valid legal or public policy reason to construe the Minister’s authority in a narrow fashion. In any event,

Goodmans^{LLP}

any Minister's Order to implement the Proposed Boundary Adjustment is clearly within the scope of authority granted to the Minister under the *Municipal Act* and guided by the Regulation.

Please let me know if you have any additional questions.

Yours truly,

Goodmans LLP



David Bronskill
DJB/
1403-1551-1321

Attachment B

OCTOBER 2025

727 Bayfield Street: Economic Impact Analysis

Parcel

INTRODUCTION

727 Bayfield Street: Economic Impact Analysis

Parcel Economics Inc. ("Parcel") has been retained by **Remington Group Inc.** to prepare an *Economic Impact Analysis* for a proposed seniors campus on lands located at 727 Bayfield Street, in Springwater, Ontario (the "subject site").

Background

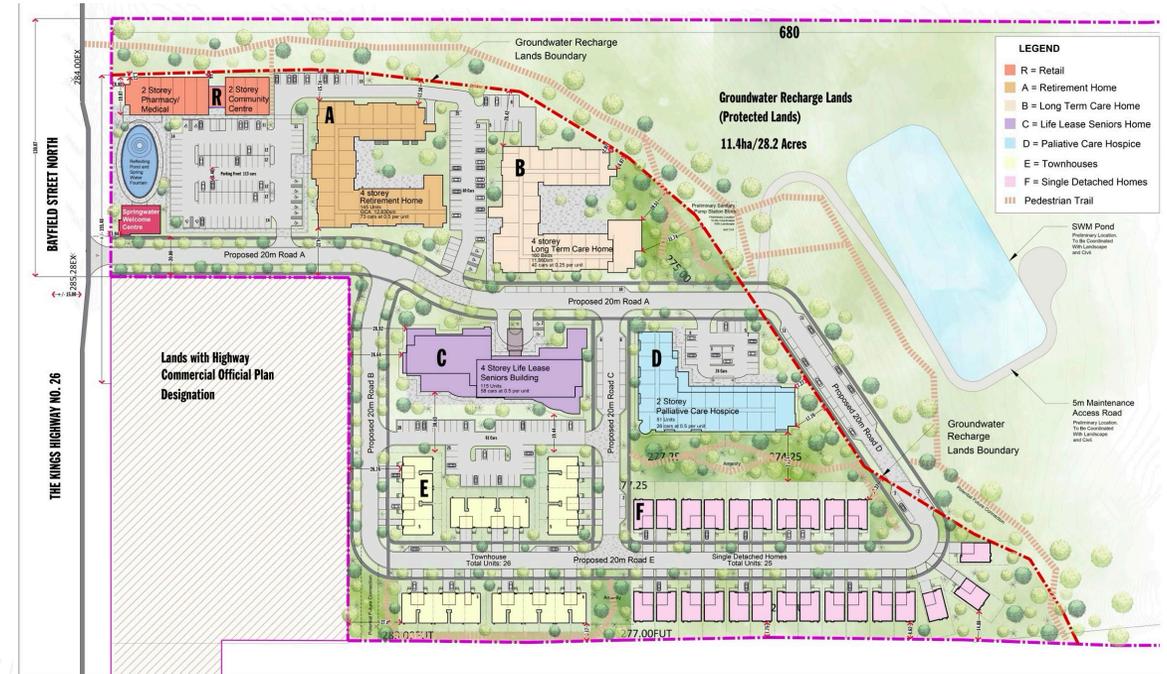
Remington Group is looking to develop a seniors campus which supports a variety of housing options to support the wide-ranging needs of the diverse senior population. These include:

1. Retirement Home (145 units)
2. Long Term Care Home (160 beds)
3. Life Lease Building (115 units)
4. Palliative Care Hospice (51 units)
5. Townhouses (26 units)
6. Single-detached homes (25 units)
7. Community centre and retail space (~31,400 sq. ft.)

Parcel

Purpose

The purpose of this *Economic Impact Analysis* is to quantify the one-time benefits generated by the expenditures created through the construction of the project, including jobs created (FTEs), value added to the economy and government revenues generated.



Source: SRM architects + urban designers

ECONOMIC AND FISCAL IMPACT ANALYSIS

727 Bayfield Street: Economic Impact Analysis

APPROACH

727 Bayfield Street: Economic Impact Analysis

Parcel

Model Overview

Parcel has prepared an economic impact analysis to assess the one-time economic benefit of Remington's proposed senior's campus development.

These economic impacts have been reported for Simcoe County, Ontario and across Canada. Given the investment location, it is expected that the majority of economic impacts generated will be directly accrued within Simcoe County, with much of the balance accrued within Southern Ontario more generally.

The quantitative economic impacts of this one-time investment have been estimated using Statistics Canada Input-Output multipliers, which simulate the flow of expenditures through the economy.



Regional

The economic impact metrics identified in this study will be reported at the Regional level (Simcoe County) through the use of location quotients.



Provincial

All provincial impacts reported in this document refer to the Province of Ontario.

Additional details as to the benefits to other provincial and territorial jurisdictions are available in our back-end modelling.

These estimates are sourced directly from the custom data obtained from Statistics Canada.



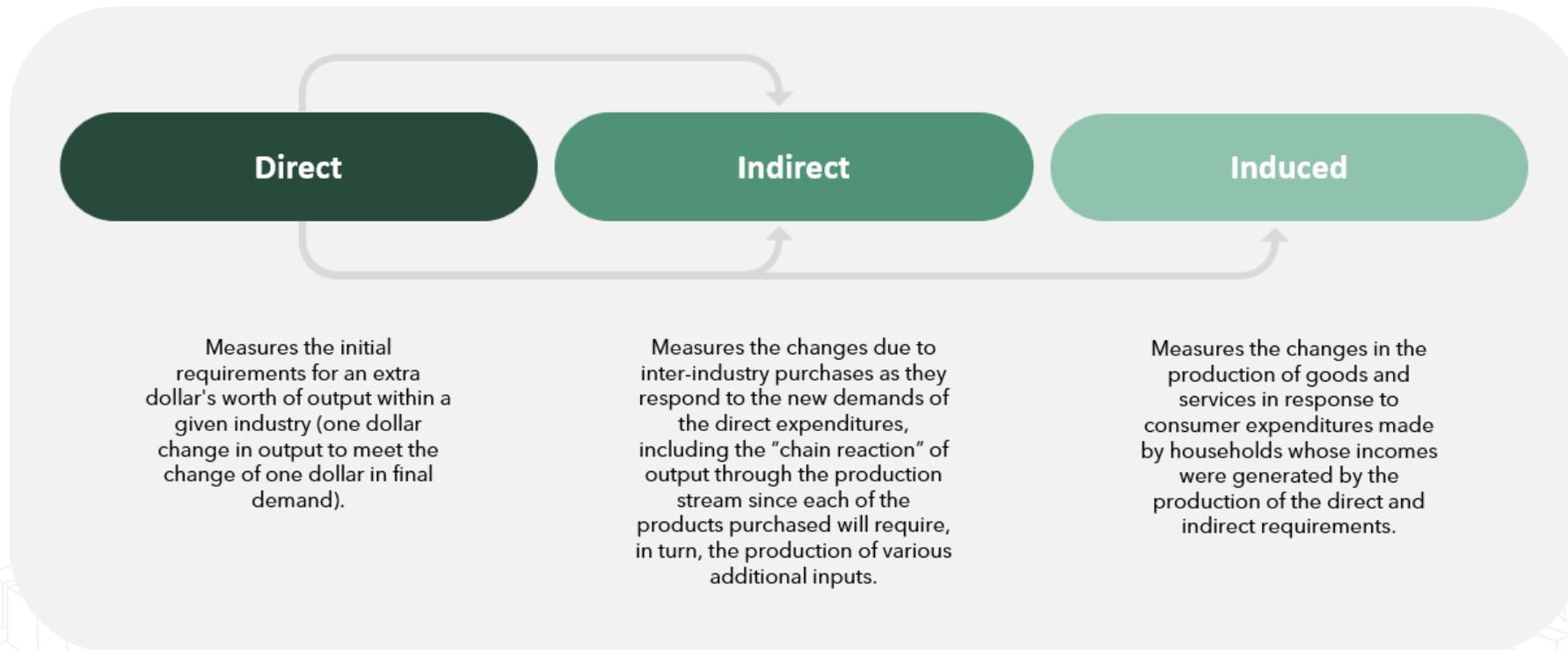
Federal

Represents the total national impacts resulting from the one-time and recurring investments identified.

Similar to provincial impacts, these estimates have been sourced directly from the custom data obtained from Statistics Canada.

Types of Impacts

Economic impacts have three distinct components: **direct**, **indirect** and **induced**. The Economic Impact Analysis completed on behalf of the Remington Group represents the aggregate of all three of these impact components, as described below.



APPROACH

727 Bayfield Street: Economic Impact Analysis

Parcel

Key Reporting Metrics

The models relied upon for this assessment are based on supply-use tables produced annually by Statistics Canada. They are designed to provide a reliable measure of the impact of a given initial or “shock” investment on a full range of different economic metrics.

We believe that the three most important and relevant metrics for the development concept on the subject site are: **value added to the economy (GDP), employment generation (full-time equivalents or “FTE’s”)** and **government revenues**.



Value Add (GDP) & Economic Output

The total unduplicated value of goods and services produced.

This amount is determined by subtracting the value of the goods and services used in the process of generating the gross output (i.e., the measure of total sales throughout the economy as a result of the initial “shock” expenditure).



Employment (FTE’s) & Labour Income

Total full-time, full-year jobs generated by direct, indirect and induced expenditures and associated labour income.

Based on total hours worked, intended to represent the equivalent to years of full-time employment. For example, one job identified represents the equivalent of one person working full-time for the duration of one year.



Gov’t Revenues

Represents an extensive subset of revenues accruing to federal, provincial and local jurisdictions as a result of direct, indirect and induced expenditures.

Includes personal and corporate income tax, sales tax and other miscellaneous fees and charges levied by governments.

One-Time Impact: Planning and Construction

727 Bayfield Street: Economic Impact Analysis

Economic Impact Summary Tables

The estimated one-time costs of delivering the proposed development is some \$284.4 million, primarily in residential construction, with a small portion allocated to non-residential development.

This expenditure would generate **\$281.7 million in value added GDP output** to the Canadian economy, of which **about 76% is captured within Simcoe County**.

In addition to these impacts, the development is anticipated to generate almost \$120 million in tax revenue to municipal and provincial governments across Canada, as well as the federal government. **About \$34.4 million will be collected by the Province of Ontario**, and **\$29.0 million by Simcoe County and its constituent municipalities**.

Economic Impact of Proposed Development

	SIMCOE COUNTY	ONTARIO	CANADA	
Value Added (GDP)				
	<i>Direct</i>	\$ 115,856,000	\$ 115,856,000	\$ 115,856,000
	<i>Indirect</i>	\$ 60,192,000	\$ 79,621,000	\$ 98,829,000
	<i>Induced</i>	\$ 39,315,000	\$ 54,869,000	\$ 67,043,000
		\$ 215,363,000	\$ 250,346,000	\$ 281,728,000

	SIMCOE COUNTY	ONTARIO	CANADA	
Government Revenues				
	<i>Federal</i>	\$ 33,559,000	\$ 38,031,000	\$ 42,775,000
	<i>Provincial</i>	\$ 28,448,000	\$ 34,400,000	\$ 38,218,000
	<i>Local</i>	\$ 29,015,000	\$ 37,940,000	\$ 38,783,000
		\$ 91,022,000	\$ 110,371,000	\$ 119,776,000

Source: Parcel, based on Statistics Canada.

One-Time Impact: Planning and Construction

727 Bayfield Street: Economic Impact Analysis

Economic Impact Summary Tables

The one-time construction of the proposed development would provide support for upwards of **1,990 direct, indirect and induced full time equivalent (FTE) positions across Canada:**

- Approximately **755 of those FTEs would be directly supported** by the planning and construction of the subject site, with an additional **1,235 FTEs generated as indirect and induced spin-off benefits.**
- The bulk of these positions (1,560) would be supported within Simcoe County.
- An overall injection of **\$170.2 million in labour income paid** across Canada, or an average annual income of \$85,500 per FTE.

Economic Impact of Construction of Proposed Development

	SIMCOE COUNTY	ONTARIO	CANADA
Employment (Full-Time & Part-Time Employment)			
<i>Direct</i>	755	755	755
<i>Indirect</i>	514	643	793
<i>Induced</i>	291	357	442
	1,560	1,755	1,990
Labour Income			
<i>Direct</i>	\$ 74,672,000	\$ 74,672,000	\$ 74,672,000
<i>Indirect</i>	\$ 41,545,000	\$ 52,248,000	\$ 63,888,000
<i>Induced</i>	\$ 20,893,000	\$ 25,603,000	\$ 31,659,000
	\$ 137,110,000	\$ 152,523,000	\$ 170,219,000

Source: Parcel, based on Statistics Canada and inputs provided Remington Group Inc.

FISCAL IMPACT

727 Bayfield Street: Economic Impact Analysis

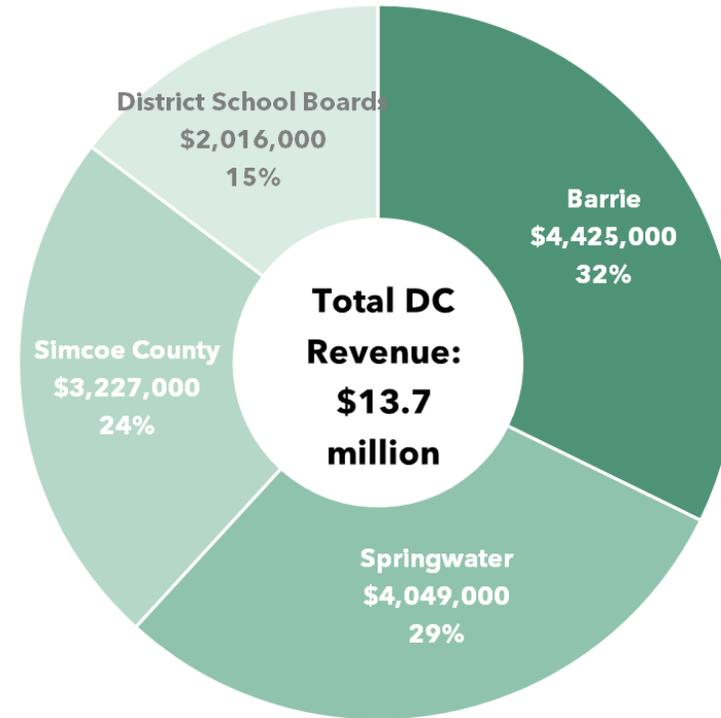
Development Charge Revenue

The development of the subject site would generate one-time development charge revenue for Springwater, Simcoe County and local school boards.

It is our understanding that the proposed development would receive water and wastewater servicing through a cross-border servicing agreement with the City of Barrie. Therefore, we have also calculated development charge revenue for the City for these service areas.

Based on current development statistics, **almost \$14 million in development charge revenues** are expected to be generated, at current (2025) rates.

Estimated Development Charge Revenues



Source: Parcel, based on Barrie and Springwater 2025 Development Charge Rates.

APPENDIX

727 Bayfield Street: Economic Impact Analysis

Appendix

727 Bayfield Street: Economic Impact Analysis

Parcel

Economic Impact Summary Tables

CANADA

	Residential	Non-Residential
Initial Expenditure	\$ 272,325,600	\$ 12,094,457
Impact: Gross Output		
<i>Direct</i>	272,325,600	12,094,457
<i>Indirect</i>	196,325,535	7,323,795
<i>Induced</i>	109,698,228	5,995,266
Total	\$ 578,349,363	\$ 25,413,518
<i>Multiplier</i>	2.12	2.10
Impact: Value Added		
<i>Direct</i>	110,372,045	5,483,536
<i>Indirect</i>	95,103,213	3,725,720
<i>Induced</i>	63,601,034	3,442,028
Total	\$ 269,076,292	\$ 12,651,284
<i>Multiplier</i>	2.44	2.31
Impact: Employment (Full-Time, Full-Year Employment)		
<i>Direct</i>	703	52
<i>Indirect</i>	763	30
<i>Induced</i>	418	23
Total	1,884	105
<i>Multiplier</i>	2.68	2.03
Impact: Labour Income		
<i>Direct</i>	70,025,977	4,646,485
<i>Indirect</i>	61,467,370	2,420,753
<i>Induced</i>	30,025,106	1,633,883
Total	\$ 161,518,453	\$ 8,701,121
Impact: Total Taxes		
<i>Federal</i>	40,661,168	2,113,954
<i>Provincial</i>	36,567,095	1,651,385
<i>Local</i>	37,840,615	942,671
Total	\$ 115,068,878	\$ 4,708,010

ONTARIO

	Residential	Non-Residential
Initial Expenditure	\$ 272,325,600	\$ 12,094,457
Impact: Gross Output		
<i>Direct</i>	272,325,600	12,094,457
<i>Indirect</i>	153,699,513	6,076,841
<i>Induced</i>	87,393,263	4,898,899
Total	\$ 513,418,376	\$ 23,070,197
<i>Multiplier</i>	1.89	1.91
Impact: Value Added		
<i>Direct</i>	110,372,045	5,483,536
<i>Indirect</i>	76,475,257	3,145,514
<i>Induced</i>	51,982,306	2,886,241
Total	\$ 238,829,608	\$ 11,515,291
<i>Multiplier</i>	2.16	2.10
Impact: Employment (Full-Time, Full-Year Employment)		
<i>Direct</i>	703	52
<i>Indirect</i>	618	26
<i>Induced</i>	337	19
Total	1,658	97
<i>Multiplier</i>	2.36	1.86
Impact: Labour Income		
<i>Direct</i>	70,025,977	4,646,485
<i>Indirect</i>	50,170,645	2,077,492
<i>Induced</i>	24,249,231	1,353,669
Total	\$ 144,445,853	\$ 8,077,646
Impact: Total Taxes		
<i>Federal</i>	36,087,748	1,943,569
<i>Provincial</i>	32,886,026	1,513,920
<i>Local</i>	37,028,512	911,503
Total	\$ 106,002,286	\$ 4,368,991

SIMCOE COUNTY

	Residential	Non-Residential
Initial Expenditure	\$ 272,325,600	\$ 12,094,457
Impact: Gross Output		
<i>Direct</i>	272,325,600	12,094,457
<i>Indirect</i>	114,506,926	4,567,759
<i>Induced</i>	62,297,168	3,480,625
Total	\$ 449,129,694	\$ 20,142,841
<i>Multiplier</i>	1.65	1.67
Impact: Value Added		
<i>Direct</i>	110,372,045	5,483,536
<i>Indirect</i>	57,816,447	2,375,099
<i>Induced</i>	37,251,568	2,063,491
Total	\$ 205,440,059	\$ 9,922,126
<i>Multiplier</i>	1.86	1.81
Impact: Employment (Full-Time, Full-Year Employment)		
<i>Direct</i>	703	52
<i>Indirect</i>	494	20
<i>Induced</i>	275	16
Total	1,472	88
<i>Multiplier</i>	2.09	1.69
Impact: Labour Income		
<i>Direct</i>	70,025,977	4,646,485
<i>Indirect</i>	39,912,608	1,632,657
<i>Induced</i>	19,785,141	1,107,718
Total	\$ 129,723,726	\$ 7,386,860
Impact: Total Taxes		
<i>Federal</i>	31,809,019	1,749,648
<i>Provincial</i>	27,150,385	1,297,192
<i>Local</i>	28,298,547	716,383
Total	\$ 87,257,951	\$ 3,763,223

Source: Parcel, based on Statistics Canada Input-Output tables.

CONTACT US

Parcel

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416-869-8264

250 University Avenue, #217, Toronto, Ontario, M5H 3E5



Attachment C

File 425014

August 27, 2025

Jeffrey Schelling
Office of the Provincial Land and Development Facilitator

Re: Barrie/Springwater Growth Area
Servicing Feasibility Assessment

Dear Mr. Schelling:

In support of the ongoing negotiations between the City of Barrie (City) and Township of Springwater (Township) related to municipal boundary adjustments and cross-border servicing, Tatham Engineering Limited (Tatham) has been retained by Sean Homes and Lonybra Developments Inc. to assess the feasibility of servicing their lands located within the Township with municipal water and wastewater servicing. The lands owned by Sean Homes and Lonybra Developments Inc. encompass approximately 82.5 ha and consist of:

- 651 Bayfield Street North (Sean Homes)
- 831 Sunnidale Road (Sean Homes)
- 508 Anne Street (Sean Homes)
- 727 Bayfield Street North (Lonybra Developments Inc.)

These lands are included within a larger area (approximately 500 ha) identified for potential municipal boundary adjustment and cross-border servicing and are depicted on Figure 1 dated August 2025, appended. Given the nature of the on-going negotiations, this assessment has been prepared to assess the servicing feasibility of the entire 500 ha area, herein referred to as the 'study area'.

Hemson Consulting Ltd. recently issued the *Joint Land Needs Analysis and Study - Stage 3 Initial Findings* (Stage 3 JLNA) memo, dated July 25, 2025. This memo updated the findings of their *Joint Land Needs Analysis and Study - Summary of Stage 2 Findings* (Stage 2 JLNA) memo, identifying that Barrie will require approximately 500 ha of Community Area land (primarily residential) to achieve the population growth forecasts to 2051. The study area depicted on Figure 1 reflects Scenario 2 of the Stage 3 JLNA memo, which proposes that up to approximately 470 ha of lands within Springwater could be utilized to achieve the population growth targets. These lands are generally located west of Little Lake and east of Dobson Road (directly adjacent to the City boundary). Lands east of St. Vincent Street (located around Little Lake) which have also been identified for potential annexation have not been included in this assessment as it is understood these lands are largely undevelopable, or will be utilized for future employment lands.

For the purpose of this assessment we have assumed the study area will be developed with a residential unit density of 22 units/developable hectare (uph). This is consistent with the densities outlined in the Hemson Stage 2 JLNA memo (range of 18 to 23 uph), as well as preliminary unit counts provided by several land owners of lands within the study area. Assuming a total developable area of approximately 500 ha, the estimated residential unit count for the study area is 11,000.

Given the location of the study area, existing and planned infrastructure within both the City and the Township have been reviewed.

1.0 EXECUTIVE SUMMARY

1.1 Wastewater Servicing

There is insufficient capacity within existing and planned Township wastewater infrastructure (including the future Midhurst Wastewater Treatment Plant (WWTP) and Centre Vespra/Snow Valley WWTPs) to service the additional +/- 11,000 units projected for the study area. Expanding the Centre Vespra/Snow Valley WWTPs to service the study area is not feasible due to limitations at the existing plants, while expanding the future Midhurst WWTP would require a significant increase to the planned capacity—a scenario that may not be feasible due to limitations of the effluent receiver, significant costs and timing implications. In contrast, based on *City of Barrie Wastewater Treatment Facility Annual Report 2024* and current City Master Servicing Plans, the City's Wastewater Treatment Facility (WWTF) is understood to have residual capacity under existing and future conditions to service the study area. Therefore, servicing the study area through the City's WWTF is expected to be the preferred solution for both immediate and long-term development.

1.2 Water Servicing

Major expansions of the Township's existing water supply, storage, treatment, and distribution systems would be required to service the study area. Alternatively, an entirely new water supply and distribution system could be constructed. These options would involve substantial investment and long lead times, all of which are subject to technical feasibility. In contrast, the City's water supply and distribution system has surplus capacity and existing infrastructure adjacent to the study area, enabling timely and cost-efficient service with minimal upgrades required for initial development phases. Therefore, servicing the study area through the City's water supply and distribution is expected to be the preferred solution to both immediate and long-term development.

1.3 Timeline and Phasing Implications

Servicing through the City will allow initial phases of development to proceed promptly via connection to existing infrastructure. Servicing through the Township would demand significant up-front infrastructure investment and would delay initial phases of development in comparison to servicing through the City.



2.0 SERVICING FEASIBILITY ASSESSMENT

2.1 Master Servicing Study Updates

The City and the Township are in the process of updating their Master Servicing Plans with respect to water and wastewater servicing. The Township (through their consultant, Ainley Group) has presented Public Information Centre (PIC) 1 and 2. However, their work to date has not considered future development or servicing of the study area.

Information related to the City's ongoing studies are not yet available. Therefore, our assessment is largely based on publicly available information, including previous Master Plan Servicing plans, annual water and wastewater reports, and our knowledge of these systems based on previous work in the area and discussions with municipal staff.

2.2 City of Barrie Population Growth Assumptions

The Hemson JLNA work completed to date acknowledges that Barrie will face challenges in meeting the forecasted housing demand within the City limits. The study states that a future municipal boundary expansion should include Community Areas to address forecasted housing demands. Therefore, and as further described in following sections, it is assumed that development within the study area will not increase the total planned population of the City, but rather provides a location for substantial residential development, which is required to achieve the City's growth target.

2.3 Background Documents

This assessment has been prepared utilizing the following background documents:

- Joint Land Needs Analysis and Study – Summary of Stage 2 Findings (December 2024), prepared by Hemson Consulting Ltd.;
- Joint Land Needs Analysis and Study – Stage 3 Initial Findings (July 2025), prepared by Hemson Consulting Ltd.;
- City of Barrie, Wastewater Collection Master Plan Update (July 2019), prepared by Cole Engineering Group Ltd.;
- City of Barrie, Wastewater Treatment Master Plan (July 2019), prepared by WSP Canada Inc.;
- City of Barrie, Water Storage and Distribution Master Plan Update (July 2019), prepared by WSP Canada Inc.;
- City of Barrie, Drinking Water Supply Master Plan (July 2019), prepared by WSP Canada Inc.;
- Township of Springwater, Class Environmental Assessment Study for the Midhurst Water, Wastewater & Transportation Master Plan: Phase 1 and 2 Report (Ainley Group – July 2009);
- Township of Springwater, Midhurst Water, Wastewater & Transportation (Phase 3 and 4) Environmental Study Report (Ainley Group – March 2020);
- Township of Springwater, Water and Wastewater Master Plan – PIC – Phase 1 (Ainley Group – June 2024); and



- Township of Springwater, Water and Wastewater Master Plan – PIC – Phase 2 (Ainley Group – July 2025).

2.4 Wastewater Servicing

The following sections summarize the wastewater servicing options for the study area.

2.4.1 Township of Springwater Wastewater Treatment

The Township currently provides municipal wastewater servicing via 4 WWTPs, servicing Elmvale, Snow Valley and Centre Vespra. In addition to these 4 WWTPs, and as further described below, a new interim WWTP has been constructed on Snow Valley Road to service the initial stages of the Midhurst Secondary Plan Area (MSPA), with a future plant to be constructed to service ultimate build-out of the MSPA. Due to the proximity to the study area lands, the Centre Vespra, Snow Valley and Midhurst systems have been reviewed.

As the Midhurst Water, Wastewater and Transportation Environmental Study Report (ESR) (Ainley – March 2020), completed in support of the MSPA and Township engineering standards utilize differing design criteria for per capita flows and population per unit (PPU), for the purpose of this initial assessment, we have estimated that on average each residential unit would generate the equivalent of 1,000 L/day of wastewater (equivalent to a PPU of 2.5 and a per capita flow of 400 L/day). This is generally consistent the ESR and Township criteria, and will be confirmed through further consultation and once the unit mix for the study area is confirmed.

Centre Vespra

The community of Centre Vespra is currently serviced via the Stonemanor WWTP, operating under ECA No. 1486-C6USSH. This system has a rated capacity of 844 m³/day, with a residual capacity of approximately 422 equivalent residential units (ERUs). However, considering the recently approved MZO application on Barrie Hill Road (which proposes approximately 400 units), the remaining residual capacity following the build out of the MZO property would be approximately 22 ERUs. Raw sewage received at the plant is treated by sequence batch reactors (SBRs), while treated effluent is disposed through tile beds located at the facility. The ability to expand this system to service additional development may be feasible, however, is limited based on available space for new tile beds (in addition to ability to expand the physical plant and receive MECP approval). Given the magnitude of the study area, this system is not considered a viable option to service the study area under either the existing condition or an expanded plant scenario.

Snow Valley

The community of Snow Valley is currently serviced by the Snow Valley Highlands (SVEC) and Snow Valley Lowlands (Royal Oaks) WWTPs, operating under ECA No. 3351-B24JY4 and ECA No. 0990-AR5LMB, respectively. The SVEC WWTP has a rated capacity of 260 m³/day, with a residual capacity of



approximately 43 ERUs (accounting for 100 units of planned development within Cameron Estates), while the Royal Oaks WWTP has a rated capacity of 260 m³/day with a residual capacity of approximately 161 ERUs. Similar to the Centre Vespra WWTP, these facilities treat sewage via SBRs, with treated effluent disposed of throughout tile beds. However, due to space limitations at the existing plant locations, the beds are located through the surrounding settlement area. Therefore, due to the physical limitations of these facilities (i.e. minimal available space for additional subsurface disposal beds), it is not expected that either of these plants could be expanded to service any significant amount of new development. Therefore, these are not considered viable options to service the study area lands.

Midhurst

The historical settlement area of Midhurst is not currently provided with municipal wastewater servicing. However, as established through the ESR, the MSPA will be serviced by the future Midhurst WWTP which is expected to service:

- Neighbourhood 1 (Carson) and Neighbourhood 2 (Doran) of the MSPA;
- areas of existing Midhurst which are currently not provided with municipal wastewater, including the intensification contemplated within the Bayfield Street corridor (i.e. lands along Bayfield Street north of Carson Road and outside of our identified study area); and
- future growth in Snow Valley (in accordance with the Springwater Master Servicing Plan PIC 2).

The Midhurst WWTP (which will be located on Snow Valley Road, west of Wilson Drive) will be constructed in three phases:

- Interim Plant - an interim plant has been constructed (operating under ECA No. 8941-C8ML6V) with a rated capacity of 1,032 m³/day (understood to be capable of servicing approximately 1,500 ERUs based on the TYLin report referenced below).
- Phase 1 - Phase 1 of the ultimate plant (for which construction has not yet commenced) is expected to have a capacity of 6,450 m³/day (expected to service approximately 6,000 ERUs).
- Phase 2 - Phase 2 of the ultimate plant will be constructed as warranted based on timing of development. According to the ESR, the rated capacity of the Phase 2 plant will be 12,314 m³/day (expected to service a total of approximately 12,000 ERUs).

The future Midhurst WWTP will discharge treated effluent into Willow Creek via forcemain outlet. It may be feasible to expand the future Midhurst WWTP beyond the Phase 2 capacity, however, the ultimate capacity is limited by the assimilative capacity of Willow Creek. In addition, the timeline for servicing through the future Midhurst WWTP is unknown (given Phase 1 construction has not yet commenced).

We understand the MSPA proposes a total of approximately 10,000 units. Given the future WWTP will service portions of existing Midhurst, intensification of the Bayfield Street corridor and growth in Snow Valley, it is expected there will be minimal residual capacity to service a significant portion of study area without significant expansion of the plant beyond the Phase 2 capacity.



On behalf of Midhurst Landowners Group Ltd., TYLin recently prepared the *Midhurst Settlement Area Boundary Expansion – Wastewater Servicing* Memorandum (dated June 2, 2025), which assessed the capacity of the interim and ultimate WWTP to service lands outside of the MSPA. Ainley Group has completed an initial peer review of this memo on behalf of the Township, providing a presentation of their review to Council on July 2, 2025. The peer review provided many questions and comments related to the technical feasibility of the proposed expansions, and the lack of sufficient information. Based on Ainley Group's peer review, the feasibility of TYLin's expansion options is subject to a more thorough technical assessment. Therefore, the information presented in TYLin's memo has not been relied on.

In summary, utilizing the future Midhurst WWTP to service the study area is not expected to be a viable option based on the following:

- Significant expansion of the plant beyond the Phase 2 design capacity would be required to accommodate the study area, however, the ultimate design capacity of an expanded plant is unknown and would be subject to a significant and lengthy future study and approval process, and may be cost prohibitive.
- The timing of such an expansion (should it be technically feasible) would not be expected to occur within a reasonable planning horizon, delaying development within the study area (given that construction of the Phase 1 plant has not yet commenced).
- In addition to plant expansion beyond Phase 2 capacity, significant conveyance infrastructure (described further below) would be required to convey wastewater from the study area to the WWTP.

New WWTP

Due to insufficient existing and planned Township wastewater infrastructure, construction of a new WWTP to service the study area could be considered. However, this approach faces several technical and policy-related challenges, including, but not limited to:

- locating a sufficient outlet for treated effluent (i.e. watercourse);
- MECP unlikely to approve a new plant given the proximity of the planned Midhurst WWTP, and other viable servicing solutions through the City;
- additional long term operational and maintenance burden on the Township; and
- financially prohibitive.

2.4.2 City of Barrie Wastewater Treatment

The City is serviced by a sanitary sewer collection system ultimately discharging to the Barrie Wastewater Treatment Facility (WWTF). The Barrie WWTF has a rated average day flow (ADF) capacity of 76,000 m³/day and a peak flow (PF) capacity of 156,000 m³/day.

To expand the existing WWTF to accommodate planned growth in Barrie (2031 horizon and beyond), a Schedule C Class Environmental Assessment to design and re-rate the WWTF from 76,000 m³/day (2031 wastewater flow projection) to 96,000 m³/day (2041 wastewater flow projection) will be required. It is expected the treatment capacity will be increased by optimizing existing processes and components,



and/or plant expansion. Studies and upgrades are already underway to increase capacity to support population growth projections beyond 2031.

Available Capacity

Based on the *City of Barrie Wastewater Treatment Facility Annual Report 2024*, the 2024 average day flow treated by the WWTF was 52,200 m³/day (operating at 69% of the plants rated capacity). Utilizing City design criteria of 300 L/cap/day and an average PPU of 2.5, the residual capacity (23,800 m³/day) of the WWTF allows for development of approximately 31,700 additional units, while expansion to 96,000 m³/day would allow for a total of 58,000 additional units to be serviced. Given the study area is expected to consist of approximately 11,000 units, there is understood to be sufficient residual capacity in the WWTF to service development within the study area.

Based on the Hemson JLNA work completed to date, it is understood the projected populations cannot be achieved within the current City boundary. Therefore, it is assumed the growth and development proposed in the study area lands will not increase the ultimate planned population of the City. As such, the current master plans and previously identified improvements to the WWTF to accommodate future growth are not expected to be significantly impacted by the development of the study area.

Accordingly, it would be expected that development within the study area could proceed within a reasonable timeframe with respect to wastewater treatment capacity.

2.4.3 Wastewater Conveyance

Township of Springwater

For the purpose of comparing conveyance infrastructure requirements between City and Township options, conveying wastewater to the new Midhurst WWTP has been reviewed. We have identified the following “trunk” infrastructure which would likely be required to convey wastewater from the study area to the future Midhurst WWTP.

- At minimum, one SPS would be required to convey wastewater from the lands located in the vicinity of Miller Drive and Ferndale Drive to the Midhurst WWTP due to topographical constraints (i.e. low lying lands).
- One SPS would be required along the Bayfield Street North corridor as a gravity connection to the WWTP from Bayfield Street is not feasible. It is expected this SPS would be located in the vicinity of Bayfield Street North and Snow Valley Road intersection to service intensification in this area, should it occur.
- Bayfield Street trunk sewer (length expected to be 1.5 to 2.6 km, pending location of SPS described above).
- Potential Wilson Drive trunk sewer, SPS and forcemain, subject to phasing approach of study area lands (i.e. should the west lands proceed prior to the east lands, an alternative conveyance solution for these lands may be required).



The recently installed sewers within the Carson Road development (MSPA Neighbourhood 1) would not have been designed in consideration of a significant upstream catchment area, and, therefore, would have insufficient capacity to service the study area.

Due to the lack of existing wastewater infrastructure adjacent to the study area, initial phases of development could not proceed without construction of significant external infrastructure, resulting in a lengthier timeline for initial phases compared to servicing options through the City, regardless of WWTP capacity.

City of Barrie

To service the entirety of the study area via City wastewater service, it is anticipated that new wastewater conveyance infrastructure—or upgrades to existing systems—will be necessary. Key infrastructure requirements may include, but are not limited to, the following:

- New sanitary pumping station (SPS) (located within the study area, likely to be between Anne Street and Bayfield Street) to service areas that cannot drain via gravity sewers based on topographical constraints;
- Upsizing existing trunk sewers which would receive wastewater from the study area lands (to be determined through future master planning in collaboration with the City), some of which may include:
 - the Tiffin Street/Brock Street trunk sewer (which may receive a significant portion of wastewater from the study area). It is noted this sewer has previously been identified for upgrades by the City as per the 2019 Master Plans to account for future growth.
 - the Sunnidale, St. Vincent Street, Duckworth Street and Lakeshore trunk sewer (pending ultimate solution).
- Local sewer improvements or twinned sewers where required at upstream limits of the existing sanitary system which may be relied on to convey wastewater to trunk sewers.

Development of initial stages of the study area will be able to proceed with little or no modification to current infrastructure, since many downstream local and trunk sewers have residual capacity under existing conditions. This approach will be confirmed through additional analysis and consultation with the City.

2.4.5 Wastewater Servicing Summary

Based on this initial assessment, it is expected that servicing the study area through City wastewater infrastructure is the preferred option given the City's WWTF has substantial residual capacity and planned expansions to support future growth. This option also likely allows the initial phases of development to proceed in a timely manner, as existing local and trunk sewers could be utilized for immediate needs (pending determination of ultimate conveyance design). In contrast, servicing through the Township's future Midhurst WWTP (should expansion beyond Phase 2 capacity be feasible) would require extensive external infrastructure before any development could begin, resulting in longer timelines for development of initial phases in comparison to servicing through the City.



2.5 Water Servicing

The following sections summarize the water supply options for the study area.

2.5.1 Township of Springwater

Water supply, treatment and distribution within the Township is provided through nine groundwater systems, which cumulatively service approximately 12,800 people (4,260 residential dwellings). The remainder of the population (approximately 10,000 people or 3,000 residential dwellings) are privately serviced. Due to the location of the study area lands, the Centre Vespra/Snow Valley and Midhurst systems have been reviewed.

It is noted the full build out of the anticipated 11,000 units within the study area would require a maximum day demand (MDD) of approximately 22,000 m³/day, or 255 L/s, based on the following design criteria:

- Per Capita Demand = 400 L/cap/day
- Average Residential Population Density = 2.5 PPU
- Maximum Day Factor = 2.0

Centre Vespra/Snow Valley

The Snow Valley and Centre Vespra settlement areas are provided with municipal water supply via an interconnected water distribution system (referred to as the Highlands and Lowlands systems). The combined systems have a rated supply capacity of 2,766 m³/day. The system operates at approximately 86% of the total capacity, resulting in an estimated residual capacity of 387 m³/day. This equates to approximately 190 ERUs (applying the design criteria described above).

Due to the limited residual capacity of the current system, substantial infrastructure enhancements would be necessary to accommodate the needs of the study area. These improvements would include the addition of new supply wells, storage reservoirs, treatment facilities, and booster stations. To meet projected demand, capacity of the system would need to increase by approximately 800%, effectively requiring the construction of a system equivalent in scale to an entirely new water supply and distribution network.

Existing Midhurst

The existing Midhurst Drinking Water System (MDWS) services approximately 3,232 persons with a total supply capacity of 6,479 m³/day per the *Schedule 22 Summary Report: Midhurst Drinking Water System* (prepared by Ontario Clean Water Agency, 2023). Based on the 2023 historical data provided in this report, the MDD of the MDWS was 2,636 m³/day which is consistent with data from 2020 which showed a MDD of 2,622 m³/day. Therefore, there is a residual supply capacity of approximately 3,843 m³/day, which is equivalent to approximately 1,900 ERUs. The existing water storage within Midhurst is currently insufficient and requires expansion to service additional growth. Due to the proximity of the existing



system (terminates +/- 1.0 km north of the study area within Bayfield Street North), it may be technically feasible to expand this system to service the study area lands through implementation of new supply wells, storage reservoirs, booster stations and water treatment systems. To meet projected demand, capacity would need to increase by approximately 350%, effectively requiring the construction of a system equivalent in scale to an entirely new water supply and distribution network. (similar to Centre Vespra/Snow Valley as described above).

Midhurst Secondary Plan Area

In support of the MSPA, two new water supply and distribution systems are required; one to service Neighbourhood 1 (Carson), and one to service Neighbourhood 2 (Doran). In accordance with the ESR, each system is designed to accommodate the ultimate population in each of the respective Neighborhood with regards to water supply and storage. The ultimate MDD for the Neighbourhood 1 system is 81 L/s (+/- 7,000 m³/day), while the MDD for the Neighbourhood 2 system is 140 L/s (+/- 12,000 m³/day) (applying a ppu of 3.0, MDF of 2.0 and 380 L/cap/day as per the ESR). Therefore, as designed, neither of these systems will have residual capacity to service the study area lands.

Similar to the existing Midhurst system, due to the proximity of the study area lands to the future Neighborhood 1 water system (+/- 1.0 km north within the existing and planned Neighbourhood 1 development), it may be technically feasible to expand the system to service some, or all of, the study area through installation of new supply wells, storage, treatment plants and booster stations.

Due to the location of Neighbourhood 2, connection/expansion of this system to service the study area is not viable.

New Water Supply and Distribution System

Given the lack of residual capacity within the existing or planned Township water supply and distribution systems, development of a new water supply and distribution system would likely be required to service the study area. This would require the construction of new supply wells, a water treatment plant, storage reservoirs and booster stations (provided there is sufficient supply within the underlying municipal aquifer and MECP approvals can be obtained).

Timelines/Phasing

Given that each of the aforementioned options necessitates substantial infrastructure expansion—including new supply wells, storage reservoirs, and treatment plants—the implementation timeline is expected to extend over several years. Consequently, initial development phases within the study area cannot advance until this essential infrastructure is in place.

2.5.2 City of Barrie

The study area is located immediately adjacent to existing City water distribution infrastructure (specifically Pressure Zones 2N and 3N). These zones are groundwater supplied (in addition to Zone 1),



with a firm capacity of 78,146 m³/day. As per the City DWSMP, the projected 2026 MDD for the groundwater supplied zones is 45,580 m³/day, resulting in a residual capacity of 32,566 m³/day (equivalent to approximately 23,150 units, utilizing City design criteria of 225 L/cap/day, a PPU of 2.5 and a MDF of 2.5). In addition, there is a significant water storage surplus for these zones. Therefore, there is significant residual capacity within this existing system to service additional development.

In addition to the surplus supply and storage capacity, there are numerous planned upgrades to reinforce and improve the existing system, resulting in increased pressures and levels of service throughout the City.

As the current water distribution system extends to the northern boundaries of the City and is located adjacent to the study area, it is feasible to construct extensions of the existing watermains along Bayfield Street North, Anne Street North, Sunnidale Road, and Ferndale Drive North. These extensions would facilitate a direct connection to the existing distribution system, thereby supporting the servicing needs of the study area.

Based on our knowledge of the existing system, including water pressures and available flow at the limits of the City, an additional booster station would likely be required to service a portion of the study area to maintain preferred pressures. This servicing solution and the extent of any required upgrades to the existing system can be confirmed through detailed assessments and hydraulic modelling, which would be expected to be completed in collaboration with the City.

Given the above, initial phases of development within the study area could likely proceed immediately without the need for significant infrastructure upgrades.

Therefore, providing the study area with water servicing through existing and future City infrastructure is the preferred solution, requiring minimal upgrades compared to servicing through the Township.

2.5.3 Water Servicing Summary

The current and anticipated water supply and distribution systems within the Township lack sufficient capacity to adequately serve the study area. Providing service to this area via the Township would necessitate substantial upgrades to existing infrastructure or the development of a completely new water supply and distribution network, including new supply wells, a water treatment facility, storage reservoirs or towers, and booster stations. This would entail considerable costs, as well as an extensive process of investigation, design, approval, and implementation.

Based on publicly available information, we understand the City's water supply and distribution system (which extends to the southern limits of the study area), has sufficient supply and storage to accommodate the vast majority, if not all, development of the study area. The existing infrastructure allows phased expansion of water services without major new investments without the need for significant investment in



new infrastructure. This approach enables timely development of much of the study area, pending confirmation through detailed water system modelling to be completed in future planning stages.

3.0 CLOSING

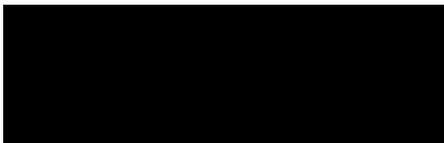
There exists an opportunity to develop 500 ha. of land in the Township of Springwater to accommodate approximately 11,000 new residential homes as a logical extension of the City of Barrie’s urban boundary as a means to meet the Province’s mandate of building more homes faster. There is a lack of capacity in Springwater’s existing and planned water and wastewater infrastructure. However, these lands can be serviced in a logical, timely and cost-effective manner through an expansion of Barrie’s water and wastewater infrastructure.

Due to the proximity of existing City infrastructure, initial phases of development would likely be able to proceed immediately, without the need for as significant external infrastructure improvements. In contrast, servicing through the Township would require significant external linear infrastructure to service initial phases, as well as expansions to the Midhurst wastewater treatment plant and water supply systems, which may not be technically feasible or financially viable.

Should you have any questions, we would be pleased to meet to further discuss the findings of our assessment.

Yours truly,

Tatham Engineering Limited



Nick Millington, P.Eng.
Director, Manager – Land Development
NM/BFS:klc



Bryan F. Stanton, P.Eng., Consulting Engineer
Vice President

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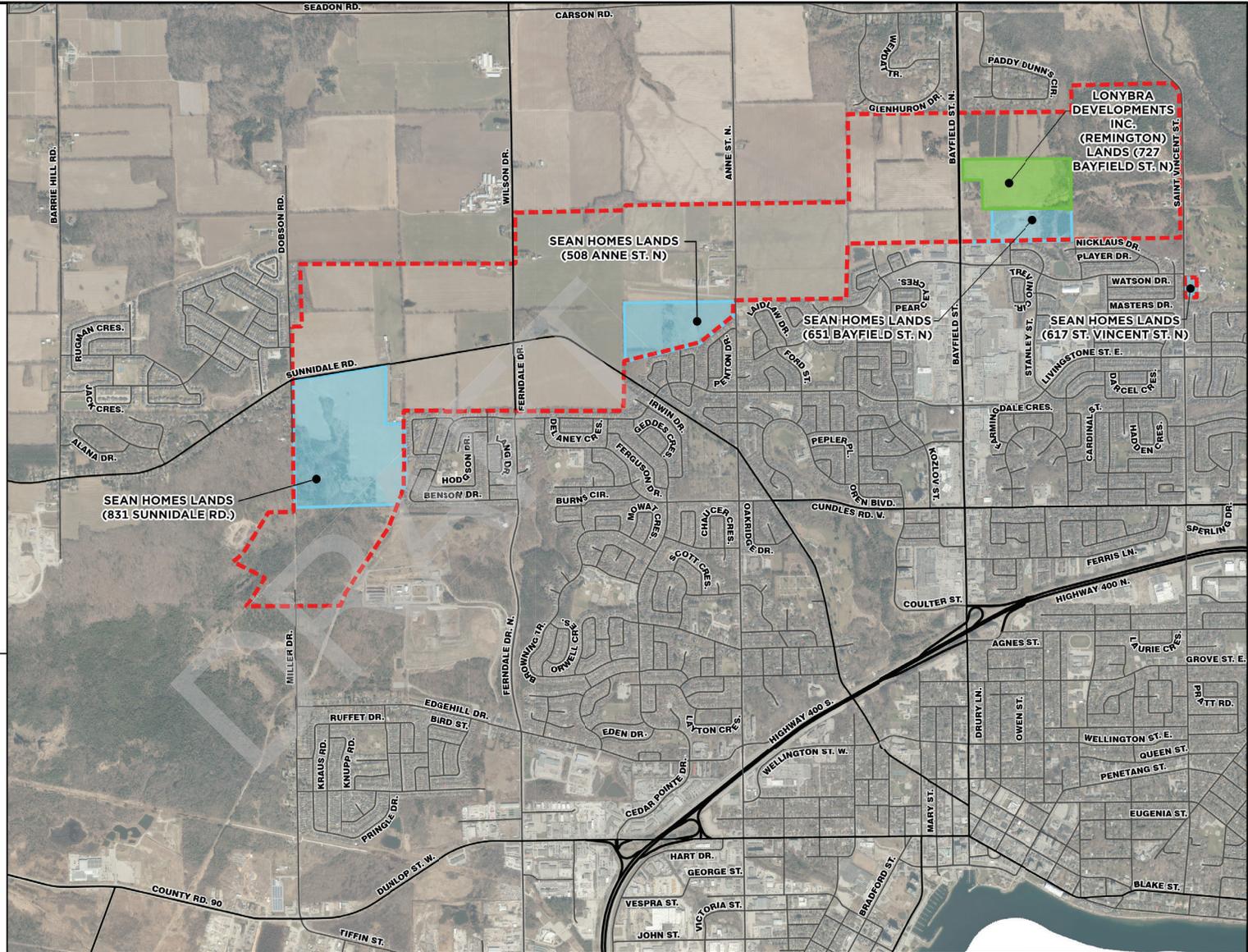


NOTES:

1. COORDINATE SYSTEM: NAD 1983 UTM ZONE 17N
2. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENSE - ONTARIO.
3. ADDITIONAL LANDS EAST OF ST. VINCENT STREET N HAVE BEEN IDENTIFIED FOR POTENTIAL ANNEXATION. HOWEVER THESE LANDS HAVE NOT BEEN ASSESSED AS IT IS UNDERSTOOD THE AREA IS MAINLY UNDEVELOPED OR WOULD BE UTILIZED AS EMPLOYMENT LANDS.

LEGEND

 APPROXIMATE STUDY AREA AS IDENTIFIED IN LETTER FROM MICHAEL PROWSE (CITY OF BARRIE CAO) TO MAYOR COUGHLIN (TOWNSHIP OF SPRINGWATER) DATED JUNE 26, 2025



BARRIE-SPRINGWATER GROWTH AREA STUDY AREA LANDS

DWG. No. **FIG.1**

SCALE: 1:25,000	DRAWN: AO	DATE: AUG. 2025	JOB NO. 425014
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Attachment D



Technical Memorandum

Date: October 24, 2025 **Project No.:** 300060453.0000

Project Name: Development of Lands - 727 Bayfield Street, Springfield ON

Client Name: Lonybra Developments Inc. c/o The Remington Group Inc.

Submitted To: Emma Baron

Submitted By: James Orr, P.Eng.

R.J. Burnside & Associates Limited (Burnside) has been retained by Lonybra Developments Inc. c/o The Remington Group Inc. to support the development of their lands at 727 Bayfield Street, Springwater. Through our review of significant documentation concerning the Midhurst Secondary Plan and Master Servicing Plan for same, and in consideration of contemplated boundary adjustments by the City of Barrie and Town of Springwater, it is clear that the subject lands are unique in terms of where they are situated, what uses are proposed, how they can be serviced, and when they can be developed (imminently).

Burnside has reviewed the Tatham Engineering Letter to the Office of the Provincial Land and Development Facilitator dated August 27, 2025, and strongly supports their conclusions and recommendations, specifically that servicing community lands with the proposed Barrie municipal boundary adjustment (including 727 Bayfield Street) through the City of Barrie is the best solution on balance of many considerations.

Cross-border servicing is an accepted industry practice and is a feasible and pragmatic solution in the case of the subject lands. Based on the aforementioned Tatham report, it is understood that there is residual water and wastewater capacity in the City's existing systems to accept the proposed development (in addition to other surrounding properties).

Furthermore, proximity of the subject site to the current City of Barrie boundary and existing infrastructure allows for cost-efficient servicing. The site would require extension of the City of Barrie's water and wastewater linear networks, i.e., ~400 m of small diameter sanitary forcemain on the east side of Bayfield Street, and ~400 m of 300 mm diameter watermain on the west side of Bayfield Street (plus crossings beneath Bayfield), both connecting to their respective existing network terminus points at the City of Barrie boundary, just north of Hanmer Street.

The cost for these extensions, including connections to the existing infrastructure, and additional crossings and stubs for future connections, is estimated at just over \$2.0 M. While it is difficult to determine what the cost would be to service via Springwater (given reliance on multiple projects and phased upgrades required to linear infrastructure and treatment facilities), it appears to be significantly higher than Barrie, based on estimates by Ainley Peer Review of Water & Wastewater Servicing of Expanded Midhurst Secondary Plan Materials submitted by Midhurst Landowners Group, presented to Springwater Council on July 2, 2025, on what it would cost to implement the Master Servicing Plan.

Most importantly, however, is the ability for the subject lands to be developed independently from other lands and infrastructure projects. As described above, the external infrastructure required to connect the subject lands to the existing City infrastructure can be contained within the Bayfield ROW and does not require “servicing through” other lands. Alternative or redundant servicing options would only rely on servicing-through the Sean Homes lands (508 Anne Street) immediately to the south, with whom Remington has a cooperative relationship and wherein typical arrangements for cost-sharing / over-sizing would be applied to permit and support servicing-through.

In summary, notwithstanding decisions around land needs and boundary adjustments, the subject lands can be developed imminently because of:

1. Proximity to the City of Barrie boundary and existing infrastructure.
2. Cost-efficiency of linear water and wastewater connections, totaling approximately \$2 M.
3. Independence from other landowners.
4. Independence from lengthy enabling infrastructure projects by or with others.

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