

**Ontario Municipal Board**  
**Commission des affaires municipales de l'Ontario**

**IN THE MATTER OF** subsection 17(40) of the Planning Act, R.S.O. 1990, c. P.13, as amended

Appellant: 451082 Ontario Limited  
Appellant: 861945 Ontario Ltd. et al  
Appellant: County of Simcoe  
Appellant: Estate of Mary Louise Francom; and others  
Subject: Failure to announce a decision respecting Proposed Official Plan Amendment 43-OP-2008  
Municipality: Upper Tier of Simcoe  
OMB Case No.: PL091167  
OMB File No.: PL091167

**MOTION RECORD**  
**(Phase 3c – Transportation)**

THOMSON, ROGERS  
Barristers and Solicitors  
3100 - 390 Bay Street  
Toronto, Ontario, M5H 1W2

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Lawyers for the Corporation  
of the County of Simcoe

**TO: ALL APPELLANTS/PARTIES LISTED IN ATTACHMENTS "A" AND "B"**

**AND TO: ONTARIO MUNICIPAL BOARD**  
655 Bay Street, 15th Floor  
Toronto, Ontario, M5G 1E5

Attention: Kimberly Livingstone, Planner  
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## ATTACHMENT "A"

### LIST OF APPELLANT PARTIES- COUNTY OF SIMCOE OFFICIAL PLAN

OMB File PL091167

Nov 27, 2014

No.	Appellant	Lawyer/Agent*	E-mail Address
1	County of Simcoe	Roger Beaman	<a href="mailto:rbeaman@thomsonrogers.com">rbeaman@thomsonrogers.com</a>
2	2a Carson Road Development Inc. 2b Midhurst Development Doran Road Inc.	Susan Rosenthal David White	<a href="mailto:susanr@davieshowe.com">susanr@davieshowe.com</a> <a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a>
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6	Township of Springwater	Barnet Kussner	<a href="mailto:bkussner@weirfoulds.ca">bkussner@weirfoulds.ca</a>
7	451082 Ontario Limited	James Feehely	<a href="mailto:jfeehely@fglawyers.ca">jfeehely@fglawyers.ca</a>
8	8a 861945 Ontario Ltd. 8b Golfview Estates Limited [W/D] 8c Mark Rich Homes Limited 8d Silver Spring View Estates Limited 8e Simcoe Estates Limited 8f Royal Heights Estates Limited 8g OMC Development Corp. [W/D]	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
9	Innisfil-Alcona Limited [Appeal Withdrawn]	Lynda Townsend Jennifer Meader	<a href="mailto:ltownsend@weirfoulds.com">ltownsend@weirfoulds.com</a> <a href="mailto:jmeader@weirfoulds.com">jmeader@weirfoulds.com</a>
10	Tesmar Holdings Inc.	Michael Melling Meaghan McDerimid	<a href="mailto:michaelm@davieshowe.com">michaelm@davieshowe.com</a> <a href="mailto:meaghanm@davieshowe.com">meaghanm@davieshowe.com</a>
11	Janice & David Wright	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
12	12a Snow Valley Planning Corporation 12b 453211 Ontario Limited	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
13	McMahan Woods Developments Ltd.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
14	Innisfil Beach Farms Inc.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
15	Estate of Marie Louise Frankcom	James Feehely	<a href="mailto:jfeehely@fglawyers.ca">jfeehely@fglawyers.ca</a>
16	Midhurst Ratepayers' Association [Appeal Dismissed]	David Strachan* Margaret Hutchison*	<a href="mailto:davidstrachan@yahoo.com">davidstrachan@yahoo.com</a> <a href="mailto:mhutchis1000@gmail.com">mhutchis1000@gmail.com</a>
17	Narinder Mann	Ian Rowe	<a href="mailto:irowe@barristonlaw.com">irowe@barristonlaw.com</a>
18[M]	Yorkwood Group of Companies [Resolved]	Patricia Foran	<a href="mailto:pforan@airdberlis.com">pforan@airdberlis.com</a>
19	19a Rama Resorts International Inc. 19b Fernbrook Homes (Rama) Limited [Appeal Resolved]	Brian Goodreid*	<a href="mailto:briangoodreid@hotmail.com">briangoodreid@hotmail.com</a>
20	1091402 Ontario Ltd. [Appeal Withdrawn]	David White Cory Estrela	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> <a href="mailto:cory.estrela@devrylaw.ca">cory.estrela@devrylaw.ca</a>
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23	Aqua-Gem Investments Ltd.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
24	442023 Ontario Limited	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
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27	27a Ontario Potato Distributing Inc. 27b 1567219 Ontario Limited	Chris Barnett	<a href="mailto:cbarnett@davis.ca">cbarnett@davis.ca</a>
28[M]	Black Marlin Management Inc. [Resolved]	Caterina Facciolo	<a href="mailto:cfacciolo@bratty.com">cfacciolo@bratty.com</a>
29	Ahmadiyya Muslim Jama'at Canada Inc. (AMJC)	Barry Horosko	<a href="mailto:bhorosko@horoskoplanninglaw.com">bhorosko@horoskoplanninglaw.com</a>
30[M]	D.G. Pratt Construction Limited	Jane Pepino Andrea Skinner	<a href="mailto:jpepino@airdberlis.com">jpepino@airdberlis.com</a> <a href="mailto:askinner@airdberlis.com">askinner@airdberlis.com</a>
31[M]	Hanson Development Group [Resolved]	Patricia Foran	<a href="mailto:pforan@airdberlis.com">pforan@airdberlis.com</a>
32	Town of New Tecumseth	James Feehely	<a href="mailto:jfeehely@fglawyers.ca">jfeehely@fglawyers.ca</a>
33	Township of Adjala-Tosorontio	Stephen Waqué Isaac Tang	<a href="mailto:swaque@blg.com">swaque@blg.com</a> <a href="mailto:itang@blg.com">itang@blg.com</a>
34	Robert Schickedanz in Trust	Ian Rowe	<a href="mailto:irowe@barristonlaw.com">irowe@barristonlaw.com</a>
35	2115441 Ontario Inc.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
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37	Sucession Financial Group Inc.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
38	Bond Head Properties Inc.	Susan Rosenthal Meghan McDermid	<a href="mailto:susanr@davieshowe.com">susanr@davieshowe.com</a> <a href="mailto:meaghanm@davieshowe.com">meaghanm@davieshowe.com</a>
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40	Rayville Developments (Alliston) Inc.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca
41	Copperglen Estates Inc.	David White A-G D'Andrea (student-at-law)	<a href="mailto:david.white@devrylaw.ca">david.white@devrylaw.ca</a> Anthony-George.D'Andrea@devrylaw.ca

## ATTACHMENT "B"

### LIST OF PARTIES– COUNTY OF SIMCOE OFFICIAL PLAN PL091167

Nov 27, 2014

No.	Party	Lawyer/Agent*	E-mail Address
<b>A</b>	Ministry of Municipal Affairs and Housing	Ken Hare Ugo Popadic Arthur Ho(student-at-law)	<a href="mailto:ken.hare@ontario.ca">ken.hare@ontario.ca</a> <a href="mailto:Ugo.Popadic@ontario.ca">Ugo.Popadic@ontario.ca</a> <a href="mailto:Arthur.Ho2@ontario.ca">Arthur.Ho2@ontario.ca</a>
<b>B</b>	Town of Collingwood	Leo Longo	<a href="mailto:llongo@airdberlis.com">llongo@airdberlis.com</a>
<b>C</b>	<b>C1</b> Town of Penetanguishene <b>C2</b> Township of Ramara	Edward Veldboom	<a href="mailto:eveldboom@russellchristie.com">eveldboom@russellchristie.com</a>
<b>D</b>	Town of Innisfil	Quinto Annibale/ Mark Joblin	<a href="mailto:qannibale@loonix.com">qannibale@loonix.com</a> <a href="mailto:mjoblin@loonix.com">mjoblin@loonix.com</a>
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<b>F</b>	Town of Midland	Paul Peterson	<a href="mailto:ppeterson@hgrgp.ca">ppeterson@hgrgp.ca</a>
<b>G</b>	<b>G1</b> Township of Clearview <b>G2</b> Township of Tiny <b>G3</b> Town of Wasaga Beach	Ian Rowe	<a href="mailto:irowe@barristonlaw.com">irowe@barristonlaw.com</a>
<b>H</b>	<del>/Now Appellant 32/</del>		
<b>I</b>	<del>/Now Appellant 33/</del>		
<b>J</b>	<b>J1</b> Ontario Stone, Sand and Gravel Association <b>J2</b> CBM Aggregates, a division of St. Marys Cement (Canada) Inc <b>J3</b> Lafarge Canada Inc. <b>J4</b> Holcim (Canada) Inc. <b>J5</b> James Dick Construction Limited <b>J6</b> Walker Aggregates Inc.	Mary Bull	<a href="mailto:mbull@woodbull.ca">mbull@woodbull.ca</a>
<b>K[M]</b>	Georgian International Land Corp. [Resolved]	Mary Bull	<a href="mailto:mbull@woodbull.ca">mbull@woodbull.ca</a>
<b>L</b>	San Marco in Lamis Ltd.	Michael Vaughan	<a href="mailto:michaelbvaughan@yahoo.ca">michaelbvaughan@yahoo.ca</a>
<b>M</b>	White Water Holdings Ltd. [Resolved]	Barry Horosko Caterina Facciolo	<a href="mailto:bhorosko@bratty.com">bhorosko@bratty.com</a> <a href="mailto:efacciolo@bratty.com">efacciolo@bratty.com</a>
<b>N</b>	<del>/Now Appellant 28/</del>		
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<b>R[M]</b>	Innisfil Mapleview Developments Limited	Susan Rogers	<a href="mailto:susan.rogers@sdrogerslaw.ca">susan.rogers@sdrogerslaw.ca</a>
<b>S</b>	2133952 Ontario Inc.	Harold Elston Aynsley Anderson	<a href="mailto:helston@elstons.ca">helston@elstons.ca</a> <a href="mailto:aanderson@elstons.ca">aanderson@elstons.ca</a>
<b>T</b>	Talisker Corporation	Harold Elston Aynsley Anderson	<a href="mailto:helston@elstons.ca">helston@elstons.ca</a> <a href="mailto:aanderson@elstons.ca">aanderson@elstons.ca</a>
<b>U</b>	<b>U1&amp;U2</b> <del>/Now Appellant 27-a &amp; b/</del>		
<b>V</b>	1651012 Ontario Ltd. now <b>V1</b> Sandycove Acres Limited <b>V2</b> Parkbridge Lifestyle Communities Inc. <b>V3</b> Belmac Estate Properties Inc.	Ian Rowe	<a href="mailto:irowe@barristonlaw.com">irowe@barristonlaw.com</a>
<b>W</b>	Township of Oro-Medonte	Chris Williams	<a href="mailto:cwilliams@airdberlis.com">cwilliams@airdberlis.com</a>
<b>X</b>	998991 Ontario Inc.	Ian Rowe	<a href="mailto:irowe@barristonlaw.com">irowe@barristonlaw.com</a>
<b>Y</b>	Tsam Investments Ltd.	Raivo Uukkivi Signe Leisk	<a href="mailto:ruukkivi@casselsbrock.com">ruukkivi@casselsbrock.com</a> <a href="mailto:sleisk@casselsbrock.com">sleisk@casselsbrock.com</a>

**Ontario Municipal Board**  
**Commission des affaires municipales de l'Ontario**

**IN THE MATTER OF** subsection 17(40) of the Planning Act, R.S.O. 1990, c. P.13, as amended

Appellant: 451082 Ontario Limited  
Appellant: 861945 Ontario Ltd. et al  
Appellant: County of Simcoe  
Appellant: Estate of Mary Louise Francom; and others  
Subject: Failure to announce a decision respecting Proposed Official Plan Amendment 43-OP-2008  
Municipality: Upper Tier of Simcoe  
OMB Case No.: PL091167  
OMB File No.: PL091167

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**TAB 1**

PL091167

**Ontario Municipal Board**  
**Commission des affaires municipales de l'Ontario**

**IN THE MATTER OF** subsection 17(40) of the Planning Act, R.S.O. 1990, c. P.13, as amended

Appellant: 451082 Ontario Limited  
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 Municipality: Upper Tier of Simcoe  
 OMB Case No.: PL091167  
 OMB File No.: PL091167

**NOTICE OF MOTION**  
**(Phase 3c Transportation)**

**THE CORPORATION OF THE COUNTY OF SIMCOE** will make a motion to the Ontario Municipal Board on **Thursday, the 29<sup>th</sup> day of January, 2015, at 9:00 am**, or as soon after that time as the motion can be heard by way of telephone conference call with the Board. Calling details for Parties participating in the Motion have been provided to solicitors of record.

**THE MOTION IS FOR AN ORDER:**

- (a) modifying and approving certain transportation policies of the Official Plan for the County of Simcoe covered in Phase 3c of the proceeding, namely s. 4.8, Schedules 5.5.1 & 5.5.2.
- (b) such further and other relief as may seem just and appropriate.

**THE GROUNDS FOR THE MOTION ARE:**

- (a) Phase 3c of this proceeding includes transportation policies in s. 4.8 of the Official Plan as well as two schedules to the Plan being Schedule 5.5.1: County Transportation Systems and Schedule 5.5.2: Future County Transportation Systems.

- (b) Expert planning witnesses who registered for Phase 3c of the hearing have met and considered the adopted transportation policies and the two schedules.
- (c) The planning witnesses were able to resolve concerns and objections with the policies and the two schedules by proposing modifications to some of the policies and the County now seeks approval of the modified policies.
- (d) Approval of the modified policies conforms with the Growth Plan, is consistent with the Provincial Policy Statement, 2014 and represents good planning.
- (e) such further and other grounds as counsel may advise and this Board may deem necessary.
- (f) *Planning Act*, R.S.O. 1990, c. P.13, as amended, ss. 17(40), 17(45), 17(50).
- (g) The Ontario Municipal Board Rules of Practice and Procedure.

THE FOLLOWING DOCUMENTARY EVIDENCE will be used at the hearing of the motion:

- (a) the Affidavit of David Parks sworn January 16, 2015, and the Exhibits attached thereto.
- (b) the pleadings, proceedings and exhibits filed herein.
- (c) such further and other material as counsel may advise and this Board may permit.

JANUARY 16, 2015

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Barristers and Solicitors  
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Lawyers for the Corporation  
of the County of Simcoe



**TAB 2**

PL091167

**ONTARIO MUNICIPAL BOARD**

IN THE MATTER OF subsection 17(40) of the *Planning Act*, R. S.O. 1990, c. P.13, as amended

Appellant: 451082 Ontario Limited  
 Appellant: 861945 Ontario Ltd., et al  
 Appellant: County of Simcoe  
 Appellant: Estate of Mary Louise Frankcom; and others  
 Subject: Failure of to announce a decision respecting Proposed  
 Official Plan Amendment No. 43-OP-2008

Municipality: Upper Tier of Simcoe  
 OMB Case No.: PL091167  
 OMB File No.: PL091167

**AFFIDAVIT OF DAVID PARKS, MCIP, RPP**

**I DAVID PARKS, MCIP, RPP, of the Township of Severn in the County of, in the Province of Ontario, MAKE OATH AND SAY AS FOLLOWS:**

1. I am the Director of Planning, Development and Tourism at the County of Simcoe (the "County"). As such, I have knowledge of the matters deposed to herein.
2. I am a Full Member of the Canadian Institute of Planners and a Registered Professional Planner in the Province of Ontario. I have 32 years of experience in public sector planning.
3. I have been directly involved in matters respecting the County's updated Official Plan at all stages of the process since January 2011 through to the endorsement of the proposed modified Plan by County Council on January 22, 2013 and to the present including OMB proceedings to date.

**Transportation Policies – Phase 3c – Section 4.8 and Schedules 5.5.1 & 5.5.2**

4. The original County Transportation Master Plan (2008) informed the Official Plan transportation policies and Schedules. A County of Simcoe Transportation Master Plan Update was endorsed by County Council on October 14, 2014. A Notice of Study Completion, in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment, was issued on October 30, 2014. The 2014 County Transportation Master Plan Update has helped to further focus policy direction on all transportation matters and are reflected in the proposed modifications to section 4.8 and Schedules 5.5.1 and 5.5.2.

- 5. The expert witnesses for the parties involved in this phase of the hearing met on several occasions to resolve issues related to Section 4.8 policies and Schedules 5.5.1 and 5.5.2.
- 6. Arising from the meetings, an Experts' Report was provided to the County solicitor, who has circulated the report to the Board and to all parties and participants. Attached as **Exhibit "A"** is a copy of the Experts' Report dated January 15, 2015.

**Proposed Modifications**

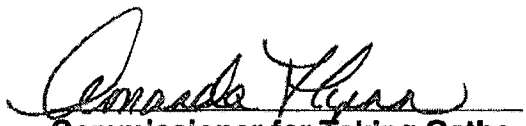
- 7. The majority of the proposed modifications to the adopted policies are minor wording changes to either clarify the policy or add emphasis or to ensure consistent wording contained in the parent Official Plan. Several new policies are proposed to be added to Section 4.8 and are a direct result of the Transportation Master Plan Update and the Provincial Policy Statement 2014.
- 8. The proposed modifications include an additional policy and definition to address the Collingwood Airport lands in a new proposed policy section titled 'Airports, Rail and Marine Facilities' to recognize the existing airport lands in the Township of Clearview.
- 9. Modifications to Section 4.8 are also proposed to ensure consistency with the Provincial Policy Statement 2014 and conformity with the Growth Plan for the Greater Golden Horseshoe.
- 10. Map Schedules 5.5.1 and 5.5.2 have also been considered by the experts. Minor changes were made as result of the 2014 Transportation Master Plan Update and to reflect up-to-date road transfer agreements. The County of Simcoe seeks approval of these two map Schedules.
- 11. The experts who participated in the discussions either support or do not oppose/have no opinion with the proposed modifications wording of certain policies as they appear detailed in the Exports' Report, **Exhibit "A"** which is attached hereto .
- 12. Having achieved agreement or no opposition from the experts, the County seeks approval of the policies in Section 4.8 and map Schedules 5.5.1 and 5.5.2 as they appear in **Exhibit "A" attached hereto.**
- 13. It is my opinion that the policies contained in **Exhibit "B" attached hereto**, which consolidate the proposed modifications are consistent with the Provincial Policy Statement 2014, conform to the Growth Plan and represent good planning.


**Summary Opinion**

14. It is my professional planning opinion that the proposed modifications to the policies and proposed Schedules 5.5.1 and 5.5.2 contained in Exhibit "B" accurately reflect the agreement reached by the experts involved in Phase 3c of this hearing, on the understanding that the experts either support or do not oppose/have no opinion on the proposed modifications. The policies addressed in this Affidavit and the County's motion seeking approval of this set of the Phase 3c policies including the proposed modifications would bring the policies into conformity with relevant Provincial policy. The modifications are consistent with the Provincial Policy Statement, 2014 and represent good planning.

I make this affidavit in support of the County's motion to seek approval and an order of the Board to allow the appeal in part of the Official Plan to approve the policies and map Schedules 5.5.1 and 5.5.2 contained in Exhibit "B".

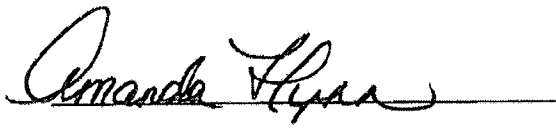
**SWORN BEFORE ME** )  
at the Township of Springwater )  
in the County of Simcoe )  
this 16th day of January, 2015. )

  
Commissioner for Taking Oaths, etc.

  
David Parks

Amanda Flynn, Deputy Clerk  
A Commissioner for the  
Corporation of the  
County of Simcoe

THIS IS EXHIBIT "A" REFERRED TO IN THE AFFIDAVIT  
OF DAVID PARKS SWORN BEFORE ME THIS  
16 DAY OF JANUARY 2015.

A handwritten signature in cursive script, appearing to read "Amanda Flynn", is written over a horizontal line.

A Commissioner, etc.

Amanda Flynn, Deputy Clerk  
A Commissioner for the  
Corporation of the  
County of Simcoe

**OMB File No: PL091167**  
**County of Simcoe Official Plan**  
**Experts' Report on Phase 3c (Transportation 4.8 and Schedules 5.5.1 & 5.5.2)**  
**Dated January 15, 2015**

---

Expert Planning Witnesses Registered for Phase 3c of the Hearing:

- Tim Cane – Town of Innisfil (Party D)
- Kris Menzies– Township of Tiny (Party G2)
- Shawn Persaud – Township of Tiny (Party G2)
- David Parks – County of Simcoe (Appellant Party 1)
- Rachelle Hamelin – County of Simcoe (Appellant Party 1)
- Michael Wynia – Township of Clearview (Party G1)
- Brent Spagnol – Township of Springwater (Party 6)

**Phase 3c Policies:**

The policies included in Phase 3c of the hearing include: Section 4.8 and map Schedules 5.5.1 and 5.5.2.

The expert witnesses have met to consider the adopted Transportation policies and map Schedules 5.5.1 and 5.5.2 and to discuss the issues.

**Experts Agreement**

The experts agreed that supporting or not opposing/having no opinion on a particular policy in Phase 3c that includes cross reference to other policy(ies) and Definitions in the Plan should not prejudice or infer support of the cross referenced policy.

The experts who have participated in the meetings either support or do not oppose/have no opinion on the following Policies as they appear in the New OP submitted to the Board as Exhibit 72 in these proceedings (with no modifications):

- 4.8.5
- 4.8.10
- 4.8.11
- 4.8.12
- 4.8.13
- 4.8.14
- 4.8.15
- 4.8.17
- 4.8.18
- 4.8.19
- 4.8.20
- 4.8.21
- 4.8.22
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- 4.8.24
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- 4.8.27
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- 4.8.34
- 4.8.35
- 4.8.40
- 4.8.43
- 4.8.44
- 4.8.46
- 4.8.48

The experts who have participated in the meetings either support or do not oppose/have no opinion on the following Policies with the Proposed Modifications:

- 4.8 – Modification: in the second sentence replace 'Transportation Master Plan (2008)' with 'Transportation Master Plan, as updated from time to time'
- '4.8.1 – Modification:
  - In the first sentence, add the words '*multimodal*' in between 'County's' and '*transportation system*';
  - In the first bullet, add '*multimodal*' before 'transportation' and '*system*' after 'transportation'
- 4.8.2 – Modification:
  - Add 'plan for a more flexible *transportation system* including' after 'To';
  - Delete 'develop' before 'Transportation Demand Management';
  - Add 'strategies,' after '(TDM)';
  - Add 'for all users' at the end of the sentence
- Modification : Add two new 'Objectives' in between '4.8.2' and '4.8.3' and renumber the subsequent objectives accordingly:
  1. 'To plan for a hierarchical *multimodal transportation system* that offers alternative ways of moving through the County, and linking *settlement areas* and neighbourhoods for improvements to health, safety, the economy and the environment.'
  2. 'To plan for *active transportation* as a mode of transportation that supports healthy living, economic development, and tourism opportunities.'
- 4.8.3 – Modifications:
  - In the first sentence, add 'current and projected' before 'needs'
  - In the second sentence add 'regular' before 'updates'
- Modification : Add three new 'Transportation Planning Policies' in between '4.8.3' and '4.8.4' and renumber the subsequent policies accordingly:

1. 'The *County* will support opportunities for *multimodal* use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles. Land use planning and *development* decisions within the *County* shall be integrated with transportation considerations.'
2. 'The *County* and *local municipalities* will plan for and protect corridors and rights-of-way for *infrastructure*, including *major goods movement facilities and corridors*, transportation, transit, *active transportation* and electricity generation and utility facilities and transmission systems to meet current and projected needs.'
3. 'Where *development* in *planned corridors* could preclude or negatively affect the use of the corridor for the purposes for which it was identified, the development shall not be permitted.'

- 4.8.4 – Modification:

- In the first sentence, add 'and shall integrate transportation and land use considerations at all stages of the planning process' at the end of the sentence;
- In the second sentence -
  - delete 'future' after 'potential',
  - add 'multimodal' before 'transportation system',
  - add 'including' after 'transportation system',
  - delete 'such things as potential GO Transit Stations and options for a north-south goods movement corridor to the northern part of the County',
  - add 'high capacity inter-regional connectivity will be promoted and, where possible, improved' at the end of the sentence,
  - delete 'is shown on map Schedule 5.5.2'

- 4.8.6 – Modification:

- In the first sentence add 'Sub-' after 'Simcoe' and before 'Area',
- Add '*County's multimodal transportation system*,' before 'the need for new highways'

- 4.8.7 – Modification:

- Delete 'are encouraged to' and replace with 'should seek to'
- Add 'minimize the length and number of vehicle trips' before 'through traffic management'
- Delete 'and to support' and replace with 'to support current and future use of'
- Delete 'other non-automobile transportation modes' and replace with '*active transportation*'

- Modification: Add a new 'Transportation Planning Policies' in between '4.8.6' and '4.8.7' and renumber the subsequent policies accordingly:

'The *County* will adopt a Mobility Plan that incorporates the following elements:



- a) Connections between communities with a priority on *active transportation* and transit;
  - b) Integration of alternative transportation networks;
  - c) Partnerships with *local municipalities* for internal systems of pedestrian and cycling facilities that facilitate linkages and provides opportunities for multimodal transportation uses within a community;
  - d) Supporting *local municipalities* in developing *active transportation system* maps that identify existing and planned facilities;
  - e) Providing guidelines for clearly signed or marked cycling facilities where cyclists may be accommodated within existing cross-sections to enhance a presence and sense of permanence;
  - f) Liaising with *local municipalities* regarding planned or future transportation nodes and transit corridors (the *County will* consider amendments to this *Plan* as required); and
  - g) Collaborating with *local municipalities* to ensure the provision of sidewalk and trail facilities, where planned.'
- 4.8.8 – Modification: in the first sentence -
    - add 's' after 'County'
    - delete 'Road' and replace with '*multimodal transportation*'
    - in sub-bullet 'a)' add 'and' after ','
    - in sub-bullet 'b)' –
      - delete 'Encourage' and replace with 'Incorporate'
      - delete 'designs' and replace with 'design' after 'site plan'
      - add '*multimodal transportation and Complete Streets* concepts' after 'promotes'
      - delete 'modes of transportation such as cycling, walking, and transit' and replace with '*along County Roads*'
      - add 'or as provided for in a *local municipality's* Official Plan, in consultation with the *County*.'
  - 4.8.9 – Modification: Delete sub-bullets 'e' and 'h' and renumber 'f' and 'g' accordingly
  - Second 4.8.9. – Modification: Delete the policy in its entirety
  - 4.8.16 – Modification: in the first sentence –
    - delete 'Where major' and replace with '*Major*'
    - delete 'is contemplated'
    - add 'shall not be permitted prior to an approved' before 'secondary plan'
    - delete 'shall be approved' after 'amendment'
  - Modification: Add two new 'County Roads' policies after '4.8.30' and renumber the subsequent policies accordingly:
    1. 'The *County will* consult with *local municipalities* regarding changes to the *County's multimodal transportation system* and associated by-laws.'
    2. 'The *County will* consider road resurfacing and reconstruction as an opportunity to accommodate all modes of travel in a context-sensitive manner in accordance

with the *County's Complete Streets* guidelines, where appropriate, taking into account the capacity and speed of the road.'

- 4.8.31 – Modification: in the first sentence –
  - delete 'generate significant' and replace with 'significantly impact on the *County's multimodal transportation system*'
  - delete 'traffic' before 'shall'
  - in the second sentence delete 'should' with 'shall'
  - in the last sentence delete 'County' and replace with 'the efficiency of a planned multimodal' after 'impact on' and add 'system' after 'transportation'
  
- 4.8.32 – Modification:
  - add ', downtown areas' after 'main streets'
  - delete 'subdivisions in settlement areas, commercial malls, and any other' after 'streetscapes'
  - delete 'generating high levels of' and replace with 'which generates an increase in'
  - delete 'the introduction of transit service and pedestrian and cycling infrastructure to the subdivision or development shall be considered. The following design considerations' and replace with 'the application of *Complete Streets* and local municipal design guidelines'
  - add ', where appropriate' after 'incorporated'
  - delete 'into local municipal official plans to guide development in settlement areas.
    - a) convenient accessible transit stops,
    - b) preferential parking for carpools,
    - c) building orientation to support existing, planned or future transit services,
    - d) sufficient routes and stops for transit vehicles,
    - e) secure bicycle racks / shelters,
    - f) sidewalk connections between buildings and municipal sidewalks, where applicable.'
  
- Modification: Add a new 'Design of Development' policy after '4.8.32' and renumber the subsequent policies accordingly:
  - 'Local municipalities are encouraged to develop *Complete Streets* and Transit-Supportive guidelines, to be incorporated into *local municipal* official plans.'
  
- 4.8.33 – Modification:
  - in the first sentence –
    - add 'a)' before 'Development'
    - add 'by' after 'proposals'
    - delete 'within settlement areas appropriate to the hierarchy determined by the local municipality as set out in Section 3.5.8 of this Plan,'
  - delete first, second, third, fifth, seventh, tenth, eleventh and twelfth bullets

- in the sixth bullet add ', planned' after 'existing'
  - in the ninth bullet add 'or potential' after 'direct'
- add a bullet 'where appropriate, linkages from nearby neighbourhoods to *major transit station areas*, and other *intensification areas*.'
- add sub-section 'b) *Development* proposals by plan of subdivision shall include age-friendly and *transit-supportive* urban design elements such as:
  - a system of walkways and bicycle paths linking the subdivision internally and externally to other public areas;
  - community design that emphasizes *active transportation* and safety;
  - discouraging reverse lotting along local and County Roads; and
  - encouraging medium and higher density *development* in proximity to arterial roads.'
- Modification: add '*Active Transportation Facilities*,' before 'Corridors, Pathways, and Trails'
- 4.8.36 – Modification:
  - add 'and/or bicycle facilities' after 'connection of trails' and add 'and require the dedication of land for such uses in accordance with the Planning Act' At the end of the sentence
- Modification: Add a new 'Corridors, Pathways, and Trails' policy after '4.8.36' and renumber the subsequent policies accordingly:
  - 'The *County* and *local municipality* will ensure, whenever feasible, the provision of facilities to encourage *active transportation*, and to address the needs, safety and convenience of pedestrians and cyclists when constructing or reconstructing public facilities.'
- 4.8.37 – Modification:
  - in sub-section '(1)' add 'bicycle facilities' after 'proposed sidewalks'
  - in sub-section '(6)' add 'for Ontarians with Disabilities Act (AODA)' after 'Accessibility'
- 4.8.38 – Modification:
  - in the first sentence delete 'develop a County wide trail system' and replace with 'implement the *active transportation* routes identified in the County's Transportation Master Plan'
  - in the first bullet delete 'Identify sections of the' and replace with 'Utilize the' and delete 'which trails and connecting trails can be developed' and replace with 'in the development of a County-wide *active transportation* network'
  - in the second bullet delete 'trail'
  - in the third bullet delete 'trail network' and replace with '*active transportation* network'
- 4.8.39 – Modification: in the second sentence delete 'travel for bicycles' and replace with 'cycling routes'

- 4.8.41 – Modification:
  - delete ‘non auto modes of transportation’ and replace with ‘*active transportation*’
  - add a new paragraph ‘The *County* shall promote the facilitation of trails as an interim use in abandoned rail corridors and will consider safe combination of *active transportation* and rail facilities for the long term in consultation with applicable guidelines, adjacent and *local municipalities*, and appropriate rail authority.’
- Modification: Add a new ‘Corridors, Pathways, and Trails’ policy after ‘4.8.41’ and renumber the subsequent policies accordingly:
  - ‘The preservation and reuse of abandoned corridors for purposes that maintain the corridor’s integrity and continuous linear characteristics should be encouraged for existing or planned *transportation system* opportunities and utilities wherever feasible.’
- 4.8.42 – Modification: in the first sentence add ‘shall make efficient use of existing and planned *infrastructure* and’ after ‘The County’
- 4.8.45 – Modification: add ‘or local municipality’ at the end of the sentence
- 4.8.47 – Modification: in sub-section ‘e’) delete ‘the pursuit of innovative approaches to’
- 4.8.49 – Modification: in the first sentence delete ‘are encouraged to’ and replace with ‘shall,’
- Modification: Add a new ‘Transit’ policy after ‘4.8.49’ and renumber the subsequent policies accordingly:
  - ‘The *County* may require the dedication of lands for public transit rights of way, transit stations and related *infrastructure* through the plan of *subdivision* approval process, where reasonable, in strategic locations suggested by the Transportation Master Plan or in other locations as determined by the County of Simcoe or *local municipality*.’
- Modification: Add a new section after the ‘Transit’ policies titled ‘Airports, Rail and Marine Facilities’ and number the policies accordingly.
- Modification: Add three new ‘Airports, Rail and Marine Facilities’ policies after ‘4.8.49’ and number the following policies accordingly and renumber policies referenced therein:
  1. ‘Planning for land uses in the vicinity of *airports* as identified on Schedule 5.5.1, *rail facilities* and *marine facilities* shall be undertaken so that:
    - a) their long-term operation and economic role is protected; and
    - b) *airports, rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with 3.3.5, 3.3.20, 3.3.21 and 3.3.23.’

2. 'Airports shall be protected from incompatible land uses and *development* by:
    - a) prohibiting new residential *development* and other *sensitive land uses* in areas near airports above 30 NEF/NEP;
    - b) considering redevelopment of existing residential uses and other *sensitive land uses* or infilling of residential and other *sensitive land uses* in areas above 30 NEF/NEP only if it has been demonstrated that there will be no *negative impacts* on the long-term function of the *airport*; and
    - c) discouraging land uses which may cause a potential aviation safety hazard.'
  
  3. 'The Special Development Area – Collingwood Airport overlay policies and mapping in the Township of Clearview Official Plan are recognized for their intent to plan for, and protect lands in the vicinity of the Collingwood Airport area for potential long-term *airport-related uses*.
    - a) *Airport-related uses* may be permitted on lands west of the Barrie-Collingwood railway right-of-way described as part of Lot 31, Concession 5, part of Lot 32 Concession 5, and part of Lot 33, Concession 6 in the Township of Clearview, save and except lands described as 51R-20174, subject to local municipal policies and bylaws.
  
    - b) Proposed *development* on other lands within the Special Development Area – Collingwood Airport overlay shall be in accordance with the agricultural policies of this Plan. *Airport-related uses* may be established on these lands through a Township of Clearview Official Plan Amendment and shall demonstrate a need for additional *airport-related uses* and ensure all appropriate studies are undertaken in accordance with County and Provincial policies and applicable legislation.'
- Modification: Add the following definitions:
    - '**ACTIVE TRANSPORTATION** means human-powered travel, including but not limited to, walking, cycling, in-line skating and movements with mobility aids, including motorized wheelchairs and other power-assisted devices moving at comparable speed.'
  
    - '**AIRPORTS** means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/ Noise Exposure Projection (NEP) mapping.'

- **'AIRPORT-RELATED USES** means for the purposes of policy 4.8.x, land uses that are limited to airport-related commercial and industrial (e.g. aircraft sales and service, manufacturing, maintenance, shipping and storage), research establishments, commercial flight schools including associated temporary accommodation, business offices and, small scale accessory uses. For clarification regarding this definition, residential, hotel accommodation, and major retail uses are not permitted uses.'
- **'COMPLETE STREETS** means a public right-of-way where the transportation facilitates and adjacent land uses are planned, designed and constructed to accommodate users of all ages and abilities including pedestrians, cyclists, transit vehicles, automobiles and freight traffic.'
- **'MAJOR GOODS MOVEMENT FACILITIES AND CORRIDORS** means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.'
- **'MAJOR TRANSIT STATION AREA** means the area including and around any existing or planned higher order transit station within a *settlement area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.'
- **'MARINE FACILITIES** means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.'
- **'MULTIMODAL** means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.'
- **'MULTIMODAL TRANSPORTATION SYSTEM** means a *transportation system* which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.'
- **'NODES** means areas within settlement areas of more intense density, mixed-use and activity. They are compact clusters of uses that may include downtowns, mixed-use communities, clusters of

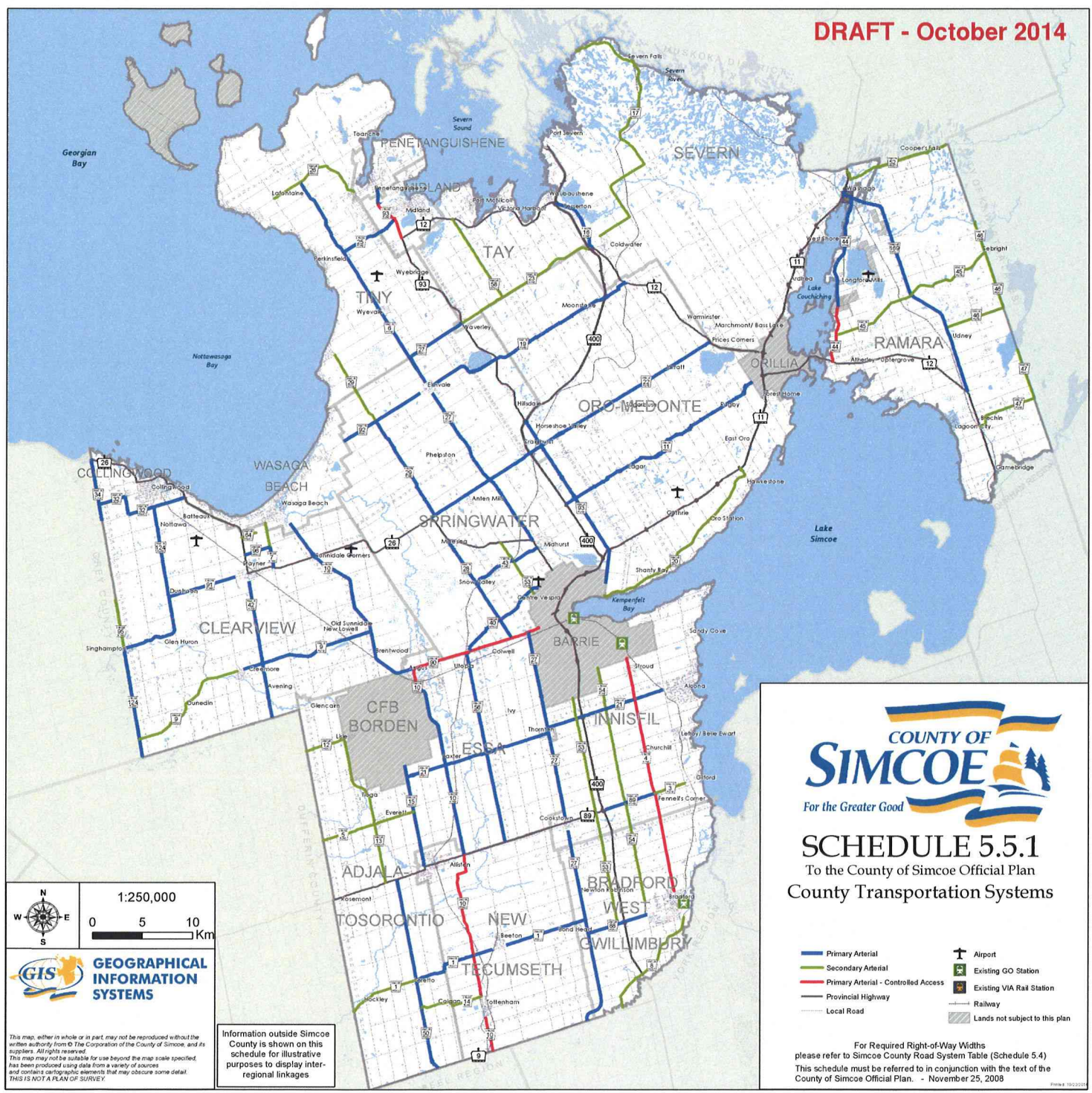
office buildings, post-secondary educational campuses or other higher-density areas both large and small.'

- **'PLANNED CORRIDORS** means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.'
- **'RAIL FACILITIES** means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.'
- **'TRAFFIC DEMAND MANAGEMENT (TDM)** means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route or cost.'
- **'TRANSIT-SUPPORTIVE** in regard to land use patterns, means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.'
- **'TRANSPORTATION SYSTEM** means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park n'ride lots, service centres, rest stops, vehicle inspections stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.'

Report prepared by David Parks, County of Simcoe  
On behalf of the expert witnesses.



**DRAFT - October 2014**



**COUNTY OF SIMCOE**  
For the Greater Good

**SCHEDULE 5.5.1**  
To the County of Simcoe Official Plan  
County Transportation Systems

Primary Arterial	Airport
Secondary Arterial	Existing GO Station
Primary Arterial - Controlled Access	Existing VIA Rail Station
Provincial Highway	Railway
Local Road	Lands not subject to this plan

For Required Right-of-Way Widths please refer to Simcoe County Road System Table (Schedule 5.4)  
This schedule must be referred to in conjunction with the text of the County of Simcoe Official Plan. - November 25, 2008

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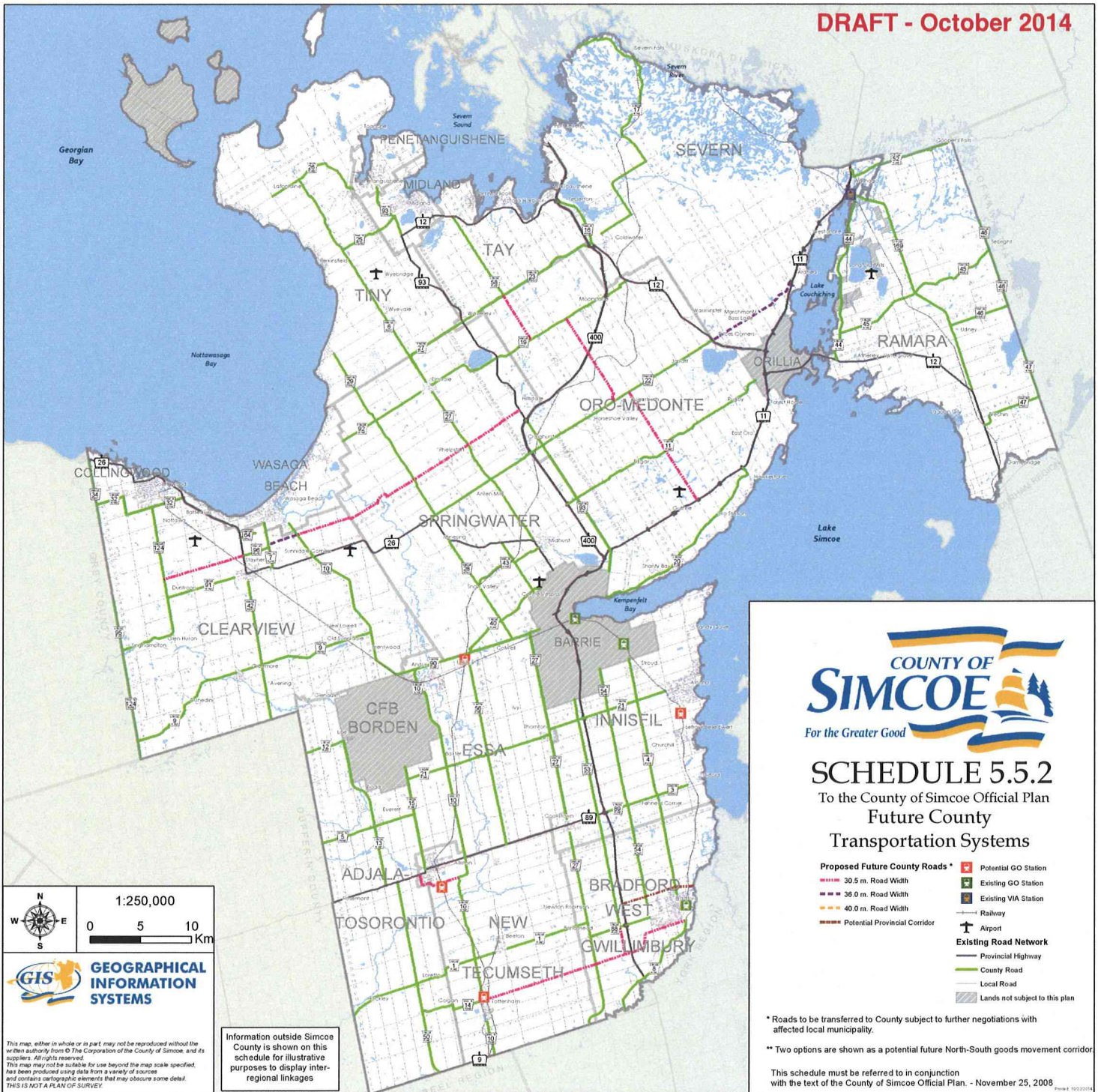
**GIS** GEOGRAPHICAL INFORMATION SYSTEMS

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THIS IS NOT A PLAN OF SURVEY

Information outside Simcoe County is shown on this schedule for illustrative purposes to display inter-regional linkages



**DRAFT - October 2014**

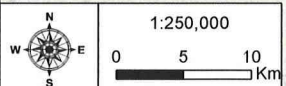


**SCHEDULE 5.5.2**  
To the County of Simcoe Official Plan  
Future County  
Transportation Systems

- Proposed Future County Roads \***
  - 30.5 m. Road Width
  - 36.0 m. Road Width
  - 40.0 m. Road Width
  - Potential Provincial Corridor
- Potential GO Station**
- Existing GO Station**
- Existing VIA Station**
- Railway**
- Airport**
- Existing Road Network**
  - Provincial Highway
  - County Road
  - Local Road
  - Lands not subject to this plan

\* Roads to be transferred to County subject to further negotiations with affected local municipality.  
\*\* Two options are shown as a potential future North-South goods movement corridor

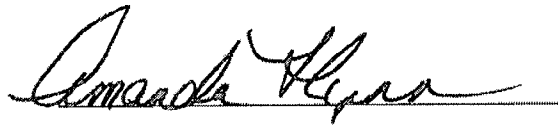
This schedule must be referred to in conjunction with the text of the County of Simcoe Official Plan - November 25, 2008



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THIS IS EXHIBIT "B" REFERRED TO IN THE AFFIDAVIT  
OF DAVID PARKS SWORN BEFORE ME THIS  
16 DAY OF JANUARY 2015.

A handwritten signature in cursive script, appearing to read "Amanda Flynn", written over a horizontal line.

A Commissioner, etc.

Amanda Flynn, Deputy Clerk  
A Commissioner for the  
Cooperation of the  
County of Simcoe

## Consolidated Proposed Modifications

### 4.8 Transportation

The following transportation policies relate to a comprehensive and sustainable transportation system within the County of Simcoe, including both the road network and alternate transportation infrastructure for walking, cycling, and transit. Specific and detailed implementation guidelines are set out in the County of Simcoe ~~Transportation Master Plan (2008)~~ Transportation Master Plan, as updated from time to time and subsequent supporting documents, standards, and guidelines. Achievement of these objectives and through policies will require consideration of transportation, land use, and urban design alternatives to from the current focus on the single occupant automobiles. Schedule 5.5.1 identifies the existing transportation network within the County of Simcoe, highlighting County Roads and their respective classifications and associated minimum required right-of-way widths in accordance with Table Schedule 5.4. Schedule 5.5.2 identifies the future transportation system including road corridors that are proposed to be incorporated into the County Road network as recommended by the County of Simcoe Transportation Master Plan. For information on the additional planned and/or proposed transportation infrastructure improvements, please refer to the appropriate supporting document(s).

#### Objectives

- 4.8.1 To maintain and improve the County's *multimodal* transportation system to provide efficient automobile, truck, transit, and where feasible, bicycle and pedestrian routes which link *settlement areas* and other activity nodes throughout the region, separate through traffic from local traffic, link with other forms of transportation, and provide for the movement of goods. These improvements will be achieved through the following means:
- Long-term *multimodal* transportation *system* planning;
  - Improving roads, intersection and traffic control devices;
  - Constructing new road sections and widening existing road sections where warranted;
  - Employing traffic management techniques to achieve more efficient use of roads;
  - Requiring appropriate conditions of approval for *development* applications; and
  - Considering the needs of pedestrians and cyclists in road design.
- 4.8.2 To plan for a more flexible transportation system including develop Transportation Demand Management (TDM) strategies, cooperative transit initiatives and supportive land use strategies which facilitate TDM and transit providing choices amongst walking, cycling, transit, and the automobile for all users.
- ### To plan for a hierarchical multimodal transportation system that offers alternative ways of moving through the County, and linking settlement areas and neighbourhoods for improvements to health, safety, the economy and the environment.
- ### To plan for active transportation as a mode of transportation that supports healthy living, economic development, and tourism opportunities.

## Transportation Planning Policies

- 4.8.3 To meet transportation current and projected needs, the *County* will update the Transportation Master Plan in conjunction with reviews of this *Plan*. The *County* will consider amendments to this *Plan* as required to establish appropriate policies resulting from regular updates to the Master Plan.
- ###** The *County* will support opportunities for *multimodal* use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles.
- ###** Land use planning and *development* decisions within the *County* shall be integrated with transportation considerations. The *County* and *local municipalities* will plan for and protect corridors and rights-of-way for *infrastructure*, including *major goods movement facilities and corridors*, transportation, transit, *active transportation* and electricity generation and utility facilities and transmission systems to meet current and projected needs.
- ###** Where *development* in *planned corridors* could preclude or negatively affect the use of the corridor for the purposes for which it was identified, the development shall not be permitted.
- 4.8.4 The *County* will consult with other levels of government and agencies responsible for the provision or licensing of transportation services in order to analyze and make recommendations regarding the improvement, compatibility, and efficiency of transportation systems in the *County* and shall integrate transportation and land use considerations at all stages of the planning process. The potential ~~future *County multimodal transportation system* including such things as potential GO Transit Stations and options for a north-south goods movement corridor to the northern part of the *County*~~ high capacity inter-regional connectivity will be promoted and, where possible, improved. ~~is shown on map Schedule 5.5.2.~~
- 4.8.6 The *County* will work with the *Province* and neighbouring municipalities including the Cities of Barrie and Orillia, to undertake, periodically update or consider transportation studies and plans covering the *Simcoe Sub-Area* and adjoining cities, counties and regions. Such studies will help to promote and improve transportation links with municipalities adjacent to the *County* of Simcoe, and will be used when considering the *County's multimodal transportation system*, the need for new highways, transit corridors, and their alternatives.
- 4.8.7 ~~*Local municipalities* are encouraged to~~ should seek to reduce traffic congestion and minimize the length and number of vehicle trips through traffic management techniques, and ~~to promote support current and future use of~~ transit (where applicable) and ~~other non-automobile transportation modes~~ *active transportation* in their official plans, through the designation of areas of higher density and mixed land use.
- ###** The *County* will adopt a Mobility Plan that incorporates the following elements:
- a) Connections between communities with a priority on *active transportation* and transit;

- b) Integration of alternative transportation networks;
- c) Partnerships with *local municipalities* for internal systems of pedestrian and cycling facilities that facilitate linkages and provides opportunities for multimodal transportation uses within a community;
- d) Supporting *local municipalities* in developing *active transportation* system maps that identify existing and planned facilities;
- e) Providing guidelines for clearly signed or marked cycling facilities where cyclists may be accommodated within existing cross-sections to enhance a presence and sense of permanence;
- f) Liaising with *local municipalities* regarding planned or future transportation nodes and transit corridors (the *County* will consider amendments to this *Plan* as required); and
- g) Collaborating with *local municipalities* to ensure the provision of sidewalk and trail facilities, where planned.

- 4.8.8** To minimize the impact of *development* on the *County's Road multimodal transportation system*, *local municipalities* will:
- a) Accommodate *County* conditions of approval for *development* applications with respect to the operation of the *County Road* system; and
  - b) ~~Encourage~~ Incorporate site plan designs that promotes *multimodal transportation* and *Complete Streets* concepts ~~modes of transportation such as cycling, walking, and transit along *County Roads* within *settlement areas* or as provided for in a *local municipality's* Official Plan, in consultation with the *County*.~~
- 4.8.9** The *County* will encourage and support the planning, corridor and connectivity protection and the early construction of *Provincial planned corridors* and the following transportation facilities:
- a) Highway 400/404 Link ("Bradford Bypass") as a goods movement and transit corridor
  - b) Highway 400-series Barrie Bypass
  - c) Cookstown Bypass
  - d) a long-term *Provincial* road facility bypassing traffic around the Stayner and Collingwood areas;
  - ~~e) a *Provincial* road facility/corridor that adequately provides goods movement access and transit service potential to communities in the North Simcoe area;~~
  - f) extension of GO Transit bus and rail service to additional locations in Barrie and the surrounding municipalities (e.g. Tottenham, Alliston, Utopia, Innisfil, etc.);
  - g) extension of transit linkages into adjacent regional municipalities.
  - ~~h) a high capacity north-south transportation corridor addressing existing and forecasted travel demand between the *County of Simcoe* and the Greater Golden Horseshoe.~~
- ~~4.8.9~~ The *County* and *local municipalities* shall plan for, and protect transportation and infrastructure corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs. Planning decisions shall not permit development in *planned corridors* that could preclude or negatively affect its future use or purpose.



**Road Network**

**Highway 400 Corridor and other Provincial Highways**

4.8.16 ~~Where Major development is contemplated~~ in the vicinity of an Interchange with Highway 400 as permitted by this *Plan*, shall not be permitted prior to an approved secondary plan or official plan amendment ~~shall be approved~~ in the *local municipal* plan addressing land use and development density, future road requirements and cost sharing agreements, road classification and access, water supply and sewage disposal, storm water management, natural and cultural heritage conservation, natural resource conservation, agricultural land capability, and impact on existing *development*. *Development* shall be implemented through the secondary plan or official plan amendment, zoning bylaw amendments, and plan(s) of *subdivision* approvals process. MTO approval including permits is required prior to any *development* proceeding.

**County Roads**

4.8.30 Notwithstanding *Plan* policies and bylaws permitting *development* of uses or the creation of lots, access to a proposed *subdivision* or *development* shall be from an existing or proposed *local municipal* road, and not from a County Road or Provincial Highway, where feasible and where compatible with other *Plan* policies.

### The County will consult with local municipalities regarding changes to the County's multimodal transportation system and associated by-laws.

### The County will consider road resurfacing and reconstruction as an opportunity to accommodate all modes of travel in a context-sensitive manner in accordance with the County's Complete Streets guidelines, where appropriate, taking into account the capacity and speed of the road.

**Design of Development**

4.8.31 *Major development* proposals that are likely to ~~generate significantly impact on the County's multimodal transportation system~~ traffic shall include a Transportation Study/Traffic Impact Study so that their impact on the *County* transportation system and surrounding land uses can be assessed. In addition to determining the impact of private vehicles, the Transportation Study ~~should~~ shall examine ways of encouraging all other forms of transportation such as transit, walking and cycling, and recommend necessary improvements. The *County* may request modifications to *development* proposals if it is found to have an adverse impact on *County* the efficiency of a planned multimodal transportation system.

4.8.32 On main streets, downtown areas and in the design of public facilities and streetscapes, ~~subdivisions in settlement areas, commercial malls, and any other development which generates generating high levels of an increase in pedestrian and vehicular traffic,~~ the application of Complete Streets and local municipal design guidelines ~~the introduction of transit service and pedestrian and cycling infrastructure to the subdivision or development shall be considered.~~ The following design

considerations shall be incorporated, where appropriate into local municipal official plans to guide development in settlement areas.

- ~~a) convenient / accessible transit stops,~~
- ~~b) preferential parking for carpools,~~
- ~~c) building orientation to support existing, planned or future transit services,~~
- ~~d) sufficient routes and stops for transit vehicles,~~
- ~~e) secure bicycle racks / shelters,~~
- ~~f) sidewalk connections between buildings and municipal sidewalks, where applicable.~~

**###** Local municipalities are encouraged to develop *Complete Streets* and Transit-Supportive guidelines, to be incorporated into local municipal official plans.

**4.8.33** a) Development proposals by secondary plan within settlement areas appropriate to the hierarchy determined by the local municipality as set out in Section 3.5.8 of this Plan, shall include pedestrian-friendly and transit-supportive urban design elements including but not limited to, the following:

- ~~• providing for a broad range of housing types in a community at overall transit supportive densities;~~
- ~~• community design around a focal point or community or civic centre;~~
- ~~• a mix of uses in order to improve the possibilities for working and living in close proximity;~~
- a system of walkways and bicycle paths linking the community internally and externally to other areas;
- in areas with existing, planned or potential future transit service or in locations within *Transit Service Areas*, distances to existing or potential transit stops of generally no more than 400 metres (a 5-10 minute walk) for 75% of the residents and no more than 200 metres for 30% of the residents;
- providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close to commuter trip origins by developing and implementing carpool and commuter facilities;
- providing continuous collector road systems that permit the linking of adjacent *developments* and provide for direct or potential transit routings;
- ~~• creating site plan control urban design guidelines that gives priority to pedestrian access and transit over automobile access and parking in urban areas;~~
- reducing the prominence of parking areas; and
- where appropriate, linkages from nearby neighbourhoods to major transit station areas, and other intensification areas.

b) Development proposals by plan of subdivision shall include pedestrian age-friendly and transit-supportive urban design elements such as:

- a system of walkways and bicycle paths linking the subdivision internally and externally to other public areas;
- community design that emphasizes ~~public access~~ *active transportation* and safety;
- discouraging reverse lotting along local and County Roads; and

- encouraging medium and higher density development in proximity to arterial roads.

#### **Active Transportation Facilities, Corridors, Pathways, and Trails**

**4.8.36** When considering secondary plans and *development* applications, the *County* and *local municipalities* shall pursue the connection of trails and/or bicycle facilities among *local municipalities* and beyond *County* boundaries and require the dedication of land for such use in accordance with the Planning Act.

**###** The *County* and *local municipality* will ensure, whenever feasible, the provision of facilities to encourage active transportation, and to address the needs, safety and convenience of pedestrians and cyclists when constructing or reconstructing public facilities.

**4.8.37** With cooperation and support from the *County*, *local municipalities* shall develop a municipal *Active Transportation Plan* as background to inform the *local municipal* official plans for *primary settlement areas* which should include, as a minimum:

- (1) An *active transportation* system map identifying existing and proposed sidewalks, bicycle facilities, multi-use trails, and associated facilities, including proposed connection to the *County Trail System*;
- (2) Policies requiring the provision of sidewalks and/or multi-use trails through all *new development areas* and standards outlining a minimum number of *development* units for application of the policy;
- (3) Policies outlining the requirements and conditions related to the dedication of lands in *new development* areas to complete future trail and sidewalk connections identified in the official plan;
- (4) Policies outlining cycling and pedestrian safety measures to reduce injuries and fatalities associated with motor vehicle collisions (i.e. traffic calming, narrower streets, signage, cycling lanes, etc.);
- (5) Policies and plans that identify where new sidewalks and trails should be provided through existing built up areas;
- (6) Policies and standards specifying the design parameters that should be used for new trails and sidewalks that reflect Ontario Provincial Standards, Accessibility for Ontarians with Disabilities Act (AODA) requirements, and best practices; and
- (7) Policies requiring the provision of secure bicycle racks and shelters, showers and change rooms, and sidewalk connections between buildings and municipal sidewalks for all new community centres, schools and other public use buildings, meeting halls, and major employment land uses that meet a minimum floor space threshold to be established by each municipality.

**4.8.38** In cooperation with local and adjoining municipalities and trail associations, to implement the active transportation routes identified in the *County's Transportation Master Plan* ~~development a *County-wide* trail system~~, the *County* should:

- ~~Identify sections of the~~ utilize the *County Road* system in the development of a *County-wide* active transportation network ~~which trails and connecting trails can be developed,~~



- Provide trail signage along each route,
- Develop trail staging areas along the active transportation trail network and at key trail links,
- Provide benches and rest stops at regular intervals throughout the system, and
- Provide appropriate traffic control devices on trails and off road cycling facilities where they cross existing roadways or other locations.

4.8.39 Bicycle and pedestrian paths shall generally be parallel to but separated from the travelled portion of the roadway along existing and planned County Roads and utility corridors, parks and green spaces. Where required and feasible, County Roads shoulders may be adapted to provide safer travel for bicycles cycling routes between settlement areas and other major activity nodes.

4.8.41 Abandoned rail right-of-ways, utility corridors, and waterways for transportation, recreation and trails purposes should be examined for opportunities that would facilitate ~~non-auto modes of transportation~~ active transportation.

The County shall promote the facilitation of trails as an interim use in abandoned rail corridors and will consider safe combination of active transportation and rail facilities for the long term in consultation with applicable guidelines, adjacent and local municipalities, and appropriate rail authority.

### The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged for existing or planned transportation system opportunities and utilities wherever feasible.

**Transportation Demand Management (TDM)**

4.8.42 The County shall make efficient use of existing and planned infrastructure and should initiate TDM strategies by:

- Supporting carpool opportunities, utilizing existing infrastructure at municipal facilities scattered throughout the County and by designating a certain number of parking spaces for people who carpool. The spaces can be signed and marked and promoted to offer preferential spaces for employees who carpool.
- Establishing new carpool lots in strategic locations along County Roads throughout the County.
- Developing a pilot program for County employees, focusing on carpooling initiatives.
- Providing funding and program support assistance to encourage employer-based TDM.
- Initiating Ride Matching programs for Simcoe area residents or partner with existing private service providers.

4.8.45 The County may require the dedication of lands for new carpool lots through the plan of subdivision approval process, in strategic locations suggested by the Transportation Master Plan or in other locations as determined by the County of Simcoe or local municipality.

## Transit

**4.8.47** The *County* will, in conjunction with *local municipalities* and GO Transit, establish *Transit Service Areas and Plans* to address such issues as:

- a) the feasibility of improved transit links within the Georgian Triangle area (Town of Collingwood, Town of Wasaga Beach and Township of Clearview);
- b) the feasibility of improved transit links between the Towns of Midland and Penetanguishene, and the Townships of Tay and Tiny;
- c) the feasibility of improved transit links within and between the Town of Bradford West Gwillimbury, the Town of Innisfil, the Town of New Tecumseth and the Township of Essa;
- d) the provision of innovative intra-regional transit services through partnerships with the private sector;
- e) ~~the pursuit of innovative approaches to encourage increased use of public transit;~~
- f) the role of the *County* and *local municipalities* in the implementation of the *Transit Service Plans*.

**4.8.49** *Local municipalities* that operate transit services ~~are encouraged~~ shall, to promote increased transit ridership, and reduce the need to make trips by automobile, through such means as:

- a) the development of a network of sidewalks, pedestrian trails and bicycle facilities that provide access to transit nodes and/or routes;
- b) the use of land, density and site plan and road pattern design which minimize walking distance to transit stops;
- c) the integration of transit connections with other transportation modes;
- d) the improvement of the comfort and convenience of transit facilities;
- e) the development of innovative fare structures.

**###** The *County* may require the dedication of lands for public transit rights of way, transit stations and related infrastructure through the plan of subdivision approval process, where reasonable, in strategic locations suggested by the Transportation Master Plan or in other locations as determined by the County of Simcoe or local municipality.

## **Airports, Rail and Marine Facilities**

**###** Planning for land uses in the vicinity of airports as identified on Schedule 5.5.1, rail facilities and marine facilities shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with 3.3.5, 3.3.20, 3.3.21 and 3.3.23.

**###** Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land

uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and

c) discouraging land uses which may cause a potential aviation safety hazard.

**###** The Special Development Area – Collingwood Airport overlay policies and mapping in the Township of Clearview Official Plan are recognized for their intent to plan for, and protect lands in the vicinity of the Collingwood Airport area for potential long-term airport-related uses.

a) Airport-related uses may be permitted on lands west of the Barrie-Collingwood railway right-of-way described as part of Lot 31, Concession 5, part of Lot 32 Concession 5, and part of Lot 33, Concession 6 in the Township of Clearview, save and except lands described as 51R-20174 subject to local municipal policies and bylaws.

b) Proposed development on other lands within the Special Development Area – Collingwood Airport overlay shall be in accordance with the agricultural policies of this Plan. Airport-related uses may be established on these lands through a Township of Clearview Official Plan Amendment and shall demonstrate a need for additional airport-related uses and ensure all appropriate studies are undertaken in accordance with County and Provincial policies and applicable legislation.

**Definitions** (to be incorporated into the Section 5.8)

**ACTIVE TRANSPORTATION** means human-powered travel, including but not limited to, walking, cycling, in-line skating and movements with mobility aids, including motorized wheelchairs and other power-assisted devices moving at comparable speed.

**AIRPORTS** means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/ Noise Exposure Projection (NEP) mapping.

**AIRPORT-RELATED USES** means for the purposes of policy 4.8.x, land uses that are limited to airport-related commercial and industrial (e.g. aircraft sales and service manufacturing, maintenance, shipping and storage), research establishments, commercial flight schools including associated temporary accommodation, business offices and, small scale accessory uses. For clarification regarding this definition, residential, hotel accommodation, and major retail uses are not permitted uses.

**COMPLETE STREETS** means a public right-of-way where the transportation facilitates and adjacent land uses are planned, designed and constructed to accommodate users of all ages and abilities including pedestrians, cyclists, transit vehicles, automobiles and freight traffic.

**MAJOR GOODS MOVEMENT FACILITIES AND CORRIDORS** means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

**MAJOR TRANSIT STATION AREA** means the area including and around any existing or planned higher order transit station within a *settlement area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.

**MARINE FACILITIES** means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

**MULTIMODAL** means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

**MULTIMODAL TRANSPORTATION SYSTEM** means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

**NODES** means areas within settlement areas of more intense density, mixed-use and activity. They are compact clusters of uses that may include downtowns, mixed-use communities, clusters of office buildings, post-secondary educational campuses or other higher-density areas both large and small.

**PLANNED CORRIDORS** means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.

**RAIL FACILITIES** means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

**TRAFFIC DEMAND MANAGEMENT (TDM)** means a set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route or cost.

**TRANSIT-SUPPORTIVE** in regard to land use patterns, means development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

**TRANSPORTATION SYSTEM** means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park n'ride lots, service centres, rest stops, vehicle inspections stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.



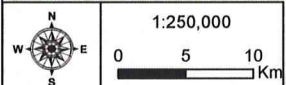
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**SCHEDULE 5.5.1**  
To the County of Simcoe Official Plan  
County Transportation Systems

- Primary Arterial
- Secondary Arterial
- Primary Arterial - Controlled Access
- Provincial Highway
- Local Road
- Airport
- Existing GO Station
- Existing VIA Rail Station
- Railway
- Lands not subject to this plan

For Required Right-of-Way Widths please refer to Simcoe County Road System Table (Schedule 5.4)  
This schedule must be referred to in conjunction with the text of the County of Simcoe Official Plan. - November 25, 2008



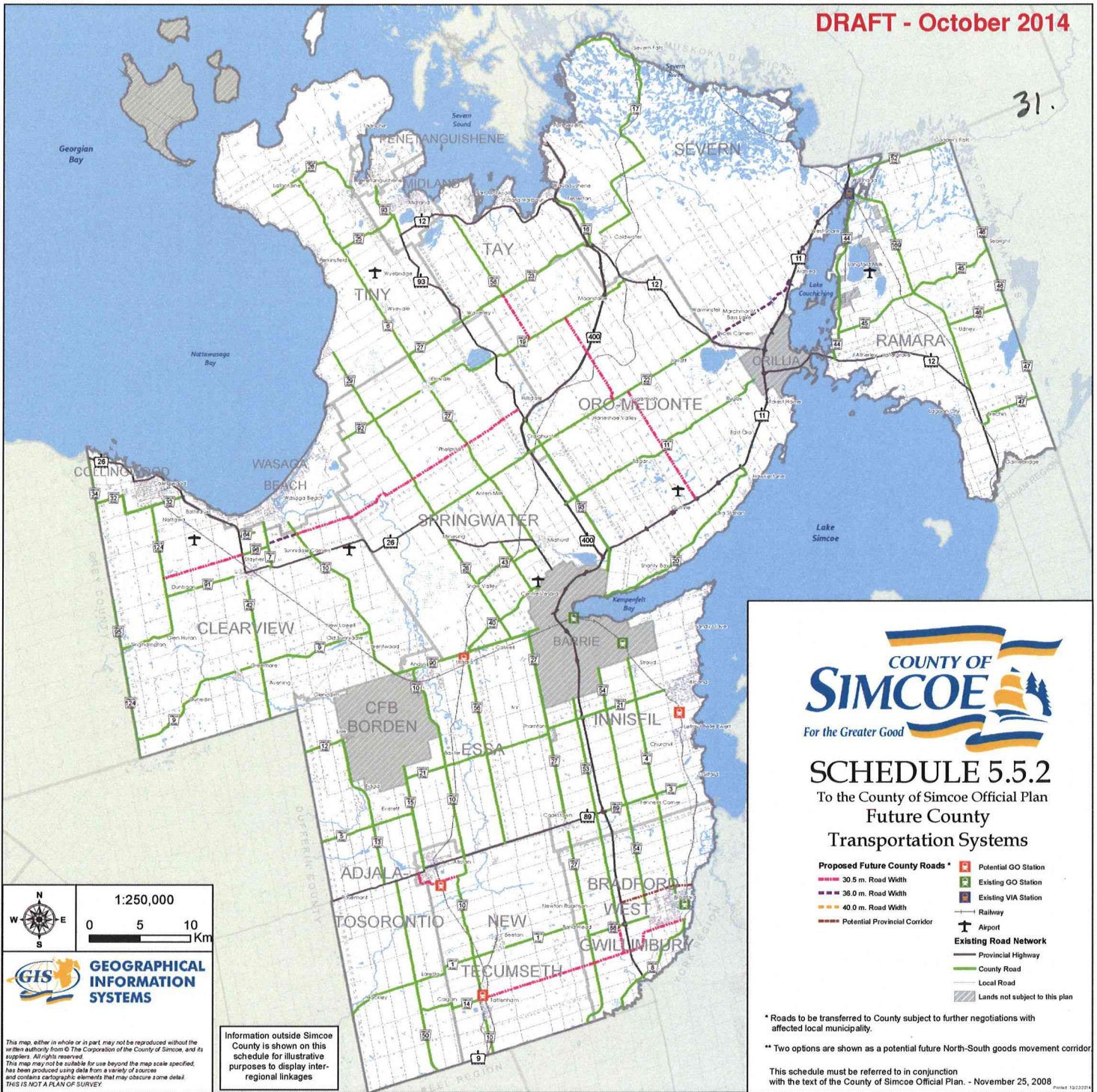
**GIS** GEOGRAPHICAL INFORMATION SYSTEMS

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**Information outside Simcoe County is shown on this schedule for illustrative purposes to display inter-regional linkages**



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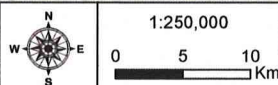


**SCHEDULE 5.5.2**  
To the County of Simcoe Official Plan  
**Future County**  
**Transportation Systems**

- Proposed Future County Roads \***
- 30.5 m. Road Width
  - 36.0 m. Road Width
  - 40.0 m. Road Width
  - Potential Provincial Corridor
- Existing Road Network**
- Provincial Highway
  - County Road
  - Local Road
  - Lands not subject to this plan
- Other Symbols:**
- + Potential GO Station
  - + Existing GO Station
  - + Existing VIA Station
  - Railway
  - ✈ Airport

\* Roads to be transferred to County subject to further negotiations with affected local municipality.  
\*\* Two options are shown as a potential future North-South goods movement corridor

This schedule must be referred to in conjunction with the text of the County of Simcoe Official Plan - November 25, 2008 SHINK 1002014



**GIS GEOGRAPHICAL INFORMATION SYSTEMS**

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**ONTARIO MUNICIPAL BOARD**

**NOTICE OF MOTION  
(Phase 3c Transportation)**

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**ONTARIO MUNICIPAL BOARD**

**MOTION RECORD  
(Phase 3c Transportation)**

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