What makes up a Community Structure?

Community structure elements include **Urban Growth Centre (UGC), Strategic Growth Areas (SGAs), Major Transit Station Areas (MTSAs), Employment Areas, Natural Heritage Areas, Greenspace,** and **areas for existing and developing neighbourhoods**. The community structure is a roadmap for the urbanization of Barrie. It identifies lands that are planned to accommodate high growth/high levels of intensification as well as lands where only low levels of intensification are permitted. It identifies areas that need to be protected over the long term, such as the City's natural heritage system and employment areas. The community structure also identifies lands within the Built-Up Area and the Designated Greenfield Area, both of which are terms used by the Province and the City to distinguish ways of managing growth.

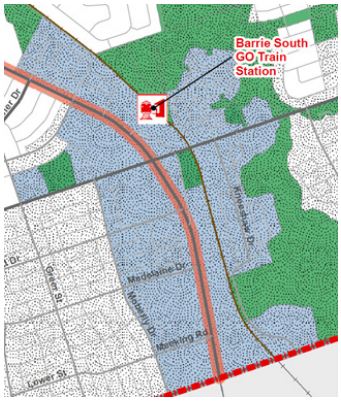


Urban Growth Centre

As the only Urban Growth Centre in Simcoe County, Barrie's downtown is anticipated to transform into an urban hub that will accommodate tall buildings and high densities. It will also be a place of vibrant, walkable streets, and a wide range of jobs and a blend of historic character and modern design to create a unique urban environment.

Major Transit Station Areas

Barrie has two Major Transit Station Areas (MTSAs)— the Allandale Waterfront GO and Barrie South GO. These are more than just train stations. They are planned to be their own urban communities that will accommodate higher levels of intensification while providing convenient access to a wide range of mobility options.







Strategic Growth Areas

The community structure features a number of Strategic Growth Areas (SGAs). SGAs are planned to accommodate higher levels of intensification, tall buildings and higher densities, and to evolve over the long-term as distinct places of major activity around planned transit facilities, primary gateways into the city, and existing shopping destinations.

Intensification Corridors

Intensification Corridors support transit-oriented development in areas outside of Strategic Growth Areas, the Urban Growth Centre, and Major Transit Station Areas. They take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.





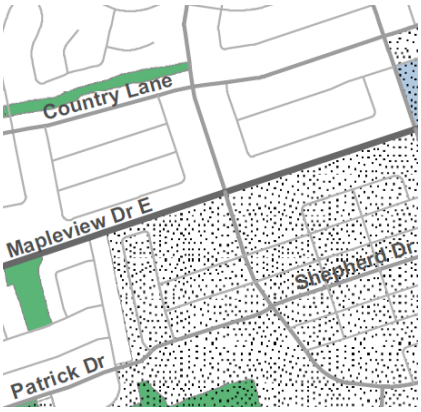
Natural Heritage Areas

Barrie's community structure is stitched together by Natural Heritage Areas, which are home to sensitive environmental features and wildlife habitat. These areas will be protected over the long term. Many natural heritage areas feature trails and provide residents space for recreation opportunities and connecting with nature.

Employment Areas

Barrie's employment areas, identified in purple, are located throughout the city and in both the Built-Up Area and the Designated Greenfield Area. Employment Areas lands are to be protected over the long term for employment uses that attract and create jobs. Employment Areas will be home to Barrie's industrial, manufacturing, and warehousing sectors. They will feature large office buildings, and research and design centres. Smaller scale commercial uses will also be permitted. Ancillary retail, or retail related to an industrial or manufacturing use, will be permitted. While retail uses that cater to the general public will be generally directed to lands outside of Employment Areas, some will be permitted.





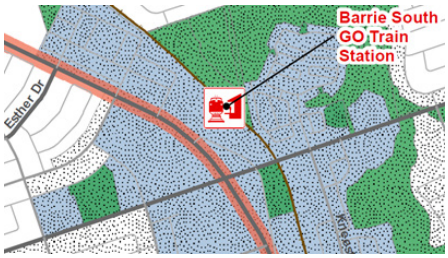
Neighbourhood Lands

Areas of Barrie, which do not have a colour layer applied, are the city's neighbourhoods. While low levels of intensification are permitted in these areas to permit renewal, the Neighbourhood Lands are not intended to see high densities or tall buildings. Community service facilities such as schools or community centres, as well as small commercial plazas, are permitted on Neighbourhood Lands to provide residents with convenient access to services and retail that provide everyday needs.

Built-Up Area/Designated Greenfield Area

Lands within the Designated Greenfield Area are distinguished from those in the Built-Up Area by a fill/overlay of black dots. In some areas of the City there are 'islands' of Built-Up Area surrounded by Designated Greenfield Area lands, and vice versa. As the extent of Barrie's Built-Up Area is established by the Province, it cannot be modified. The purpose of these two areas is to manage growth and track performance standards. Specifically, development on lands within the Built-Up Area contribute to Barrie's intensification target, as set out by the Province. Development on lands within the Designated Greenfield Area contribute to meeting Barrie's density target.





Barrie's Draft New Official Plan: Growth Policy at a Glance

Growth into 2051: Built-Up Area vs Designated Greenfield Area

Built Up Area*:	To see 50% of annual residential growth
Designated Greenfield Area*:	To see 50% of annual residential growth

Density Targets into 2051

Designated Greenfield Area (excepting in Employment Areas)*:	79 persons and jobs per hectare (min)
Urban Growth Centre (UGC)*:	150 persons and jobs per hectare (min)
Allandale Major Transit Station Area (MTSA)*:	130 persons and jobs per hectare (min)
Barrie South Major Transit Station Area (MTSA)*:	145 persons and jobs per hectare (min)
Employment Areas*:	31 jobs per hectare (min)
Strategic Employment and Economic Districts**:	50 units per hectare (min) for residential uses
Neighbourhood Area** fronting collectors, arterials and Intensification Corridors:	50 units per hectare (min) is encouraged
Medium Density**:	125 to 300 units per hectare (range)
Commercial District**:	125 units per hectare (min) for residential uses
Community Hub**:	For residential uses, 125 to 300 units per hectare (range) if within or adjacent to the UGC, an MTSA or a strategic growth area (SGA); otherwise, 50 units per hectare (min)
High Density**:	300 units per hectare (min) in the UGC or an MTSA; 225 units per hectare (min) outside the UGC or an MTSA

*Community Structure Element (See Map 1 of the draft new Official Plan, as well as sections 2.3 and 2.4 for directly related policies)

**Land Use Designation (See Map 2 of the draft new Official Plan, as well as section 2.5 for directly related policies)

Height Limitations/Maximums

Neighbourhood Area** fronting local streets:	Up to 3 storeys
Neighbourhood Area** fronting collectors and arterials:	Up to 4 storeys (though in Historic Neighbourhoods, must be no more than 2 storeys higher than adjacent buildings)
Neighbourhood Area** lands that are vacant and are comprehensively planned (new development only; not redevelopment):	Up to 6 storeys
Neighbourhood Area** fronting an Intensification Corridor:	Up to 8 storeys with limitations based on heights of adjacent buildings (development can be no more than 50% higher than adjacent building); otherwise up to 6 storeys
Strategic Employment and Economic District**:	Generally limited to 6 storeys
Employment Area – Non-Industrial**:	Limited to 12 storeys
Employment Area – Industrial**:	Will be directed by the Zoning By-law
Community Hub**:	Limited to 12 storeys max if within or adjacent to the UGC, an MTSA or an SGA; in other areas, height will be directed by the Zoning By-law
Medium Density**:	Limited to 12 storeys max
Commercial District**:	Outside of the UGC, MTSAs and SGAs, limited to 12 storeys Inside the UGC, MTSAs and SGAs, shall be directed by the Zoning By-law
High Density**:	Limited to 20 storeys max outside of the UGC and the MTSAs; heights in the UGC and the MTSAs in excess of 25 storeys may only be permitted if justified

*Community Structure Element (See Map 1 of the draft new Official Plan, as well as sections 2.3 and 2.4 for directly related policies)

**Land Use Designation (See Map 2 of the draft new Official Plan, as well as section 2.5 for directly related policies)

3.2.1(b)

Attention must be paid to appropriate transition between existing and planned land uses and built form. While still conforming with the development standards of the appropriate land use designation, this may result in lower heights and densities than proposed based on or responding to site characteristics, building and site performance, and neighbourhood context.

3.2.1(c)

Height and density are built form characteristics that are interrelated. Given this, proposed developments must seek a balance between height and density that is context sensitive.

3.2.1(d)

The City will not support over-development. Over-development does not necessarily result from one incompatible form, but often from a cumulation of unbalanced characteristics. The policies of this Plan and the City-Wide Urban Design Guidelines provide direction to ensure high-quality urban design is achieved without over-development occurring on any given property. At the same time, over-development may sometimes occur even when permissions have been followed. Therefore, the determination of over-development must be weighed across a variety of characteristics that include, but are not limited to:

i) Development that is excessive in its demands on city infrastructure and services;

ii) Development that negatively impacts the public realm and local character;

iii) Development that proposes excessive height or density;

iv) Variances to the City's development standards resulting in inappropriate built form, especially where an alternative built form solution is more appropriate;

v) Undesirable building separation distances resulting in shadow impacts, inappropriate over-look conditions, or which significantly negatively impacts access to daylight; and,

vi) Development that results in other impacts to a site's functionality or that limits the redevelopment potential of the remaining block or adjacent sites, such as site access or circulation issues.

Get to know some key planning terms



Active Transportation

All human powered forms of transportation, in particular walking and cycling.



Compatibility

Similar size form and character of a proposed development relative to others around it.



Complete Streets

Planning of streets to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.



Connectivity

The ease of movement and access between a network of places and spaces.



Density

A calculation of the number of units, persons, or jobs based on a per hectare basis.



Infill

Development that takes place in the gaps between existing buildings and structures.



Intensification

Development of a property, site, or area at a higher density than currently exists, through development, redevelopment, infill, and expansion or conversion of existing buildings.



Landmark

Distinctive buildings, structures, or landscapes that provide a sense of place and orientation.



Modal Split

Represents the proportion of persons using any one mode of transportation versus all others.



Placemaking

The process of creating quality places that people want to live, work, play, and learn in.



Public Realm

Publicly accessible spaces that are used by people to socialize, play, work, and shop.



Resiliency

The ability of any urban system, with its inhabitants, to maintain continuity through all shocks and stresses, while positively adapting and transforming towards sustainability.



Sustainability

Maintaining natural resources and reducing human impact on ecosystems for future generations.



View Terminus

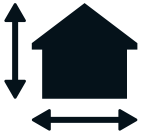
The end point of a view corridor, often accentuated by landmarks and highlighted by gateways .



Wayfinding

Signage and spatial markers that help people navigate through an area.

BuildingBarrie.ca/OfficialPlan



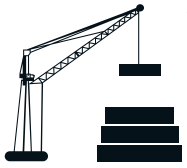
Built-Up Area/Designated Greenfield Area

The purpose of these two areas is to manage growth and track performance standards. While development on Greenfield Area lands helps Barrie meet its density target, development on lands within the Built-Up Area contribute to Barrie's intensification target. As the extent of Barrie's Built-Up Area is established by the Province, it can't be modified.



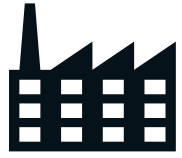
Cultural Heritage Resources

A human-made structure or area of historical or cultural significance. These resources include built heritage, cultural heritage landscapes, and archaeological sites.



Development Site

Arrangement of buildings, parking, drives, landscaping and any other structure that is part of a development project. Includes site analysis, building elements, and planning of various types.



Employment Areas

Areas protected over the long term for employment uses that attract and create jobs. Employment Areas are home to Barrie's industrial, manufacturing, and warehousing sectors.



Intensification Corridors

These areas support transit-oriented development in areas outside of Strategic Growth Areas, the Urban Growth Centre, and Major Transit Station Areas. They take a forward-looking approach to development that is walkable and with a range of uses that support transit users in accordance with the respective land use designation.



Major Transit Station Areas (MTSAs)

Barrie has two MTSAs: the Allandale Waterfront GO and Barrie South GO. They are more than just train stations, they will be their own urban communities that are planned to accommodate higher levels of intensification, while providing convenient access to a range of mobility options.



Natural Heritage Areas

These areas are home to sensitive environmental features and wildlife. They will be protected over the long term. Many natural heritage areas feature trails and provide residents space for recreation and connecting with nature.



Natural Heritage Resources

These resources preserve and improve the network of environmental features in the city's urban area.



Neighbourhood Lands

While low levels of intensification are permitted in these areas to promote renewal, the Neighbourhood Lands are not intended for high densities or tall buildings. Community facilities such as schools and community centres, as well as small commercial plazas, are permitted on these lands.



Site Alteration

Placing or dumping of fill, the removal of topsoil, or changing the grade of land as a process of land development.



Strategic Growth Areas

These areas are planned to accommodate higher levels of intensification, tall buildings and higher densities. They will evolve as distinct places of major activity around planned transit facilities, primary gateways into the city, and existing shopping destinations.



Urban Growth Centre

Barrie's downtown will transform into an urban hub that will accommodate tall buildings and high densities. It will be a place of vibrant, walkable streets, offering a wide range of jobs, and a blend of historic character and modern design.