

<b>Study Description</b>	A <b>Traffic Impact Study</b> is an evaluation of the effects of a proposed development on the existing road network and adjacent properties. The study is intended to recommend mitigation measures to address travel demands generated by the development, if necessary.
<b>Purpose</b>	To evaluate the effects of a development or re-development on the transportation system and to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.
<b>Who should prepare this?</b>	A qualified transportation engineer. All reports and drawings must be stamped, signed and dated by a qualified professional, licensed in the Province of Ontario.
<b>When is this required?</b>	<p>To support the following applications:</p> <ul style="list-style-type: none"><li>• Official Plan Amendment</li><li>• Zoning By-law Amendment</li><li>• Draft Plan of Subdivision/Condominium</li></ul> <p>Site Plan Control A <b>Parking Study</b> may be required to support a development proposal that includes conditions for bonusing or a reduction in parking standards.</p> <p>A Construction Staging Plan may be required to support larger developments. This will be determined through the Roads, Parks, and Fleet Department during consultation of the <b>Traffic Impact Study</b>.</p>
<b>Required Contents</b>	The <b>Traffic Impact Study</b> should be based on established transportation planning and traffic engineering principles. The study shall follow the format as outlined in the Traffic Impact Study Requirements (Appendix 2) of the City of Barrie Urban Design Manual (2014) and demonstrate how the proposal is consistent with the Multi-Modal Active Transportation Master Plan (MMATMP).
<b>What else should we know?</b>	<p>Pre-consultation or discussion with City Roads, Parks, and Fleet Department (Traffic) staff is required prior to commencement of the <b>Traffic Impact Study</b>. Applicants and/or their consultants are required to submit a full scope of work proposal for review and approval by Roads, Parks, and Fleet (Traffic) Department staff.</p> <p>Pre-consultation with other review and clearance agencies such as Barrie Transit, Go Transit/Metrolinx and Ministry of Transportation (MTO) where applicable, is necessary to confirm any study requirements.</p> <p>Additional content not listed here may also be necessary to meet the specific requirements of the planning application.</p> <p>See Appendix A – Parking Study for details regarding the requirements for a <b>Parking Study</b>.</p>

**What other resources are available?**

Professional Engineers Ontario – To hire a professional engineering consultant, consult the directory:

<http://forum.peo.on.ca/cgi-bin/CED/CEDSearch.cgi>

Section 5.4 Transportation of the Official Plan:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Pages/Official-Plan.aspx>

Engineering Department Transportation Design Manual:

<https://www.barrie.ca/City%20Hall/Planning-and-Development/Engineering-Resources/Documents/City-Standards/Barrie-Transportation-Design-Manual.pdf>

**Notes**

If the proposed development is revised, the study/report shall reflect the revisions by an updated report or letter from the author indicating the recommendations and conclusions are the same.

Please note that a peer review may be required. The cost of the peer review will be borne by the applicant.

Please note that the requirements of this study may vary depending on the nature of the proposal. This will be determined through the pre-consultation process and in consultation with any applicable external agencies.

If the submitted study is incomplete, is authored by an unqualified individual, or does not contain adequate analysis, the application will be considered incomplete and returned to the applicant.

# APPENDIX A - PARKING STUDY

## Terms of Reference

### Study Description

A **Parking Study** outlines the issues and overall parking concept for a proposed development and can be used to supplement a **Traffic Impact Study**. The study should estimate the parking demand generated by a proposed development and determine the number of on-site parking spaces that should be provided, recognizing the parking policies, site constraints, and local conditions. Additionally, a parking strategy could be developed to identify how the parking demands for the project can be satisfied.

### Purpose

- To determine the appropriate parking requirements for a proposed development
- To justify any deviation between the proposed parking supply and the parking requirements (number and size of parking spaces) of the applicable Zoning By-law
- To ensure that the parking requirements are adequate for each phase of development including the ultimate development scenario
- To explore alternative strategies to satisfy the parking requirements of the development (i.e. shared parking opportunities, payment-in-lieu, off-site parking, etc.)

### Who should prepare this?

A qualified transportation engineer. All reports and drawings must be stamped, signed and dated by a qualified professional, licensed in the Province of Ontario.

### When is this required?

To support the following applications:

- Zoning By-law Amendment when seeking to amend parking requirements
- Minor Variance

### Required Contents

A **Parking Study** should include, but is not limited to:

- Location plan of the subject property with parking
- Property description
- Owner/consultant contact information
- Inventory of parking facilities in the area including:
  - On-site parking
  - On-street parking
  - Off-street public parking
- Utilization rates of existing facilities or proposed use during peak periods of parking demand
- Estimate of the parking demand generated by each component of the development including:
  - Residents
  - Employees
  - Visitors/customers/patrons
- Assessment of the feasibility and appropriateness of shared parking on the site

The study should be presented in a written report format together with a plan component.

**What else should we know?**

Comparative sites must be similar in built form and use to be considered acceptable.

Additional content not listed here may also be necessary to meet the unique requirements of a specific planning application.

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