Ontario's Freight-Supportive Guidelines



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Presentation Overview

- What is a freight-supportive community?
- Emerging Issues
- Why plan for goods movement?
- Freight-Supportive Guidelines
- Policy Context
- Applying the Guidelines
- Guidelines Content
  - Introduction
  - Format
  - Land Use and Transportation Planning Guidelines
  - Site Design Guidelines
  - Road Design and Operational Guidelines
  - Implementation Strategies
  - Case Studies

What is a freight-supportive community?

A community with land use patterns and transportation systems that recognize and facilitate the movement of goods. This includes policies and programs intended to support efficient freight movement through planning, design and operation of land use and transportation systems.

Emerging Issues

- **Freight volumes are increasing**
- **Communities are changing:**
  - Intensification
  - Increased density
  - More mixed-use development
- **Patterns of goods movement are changing**:
  - Just-in-time delivery
  - Mobile inventory
  - Vehicle sizes (e.g. Long Combination Vehicles)

Why plan for goods movement?

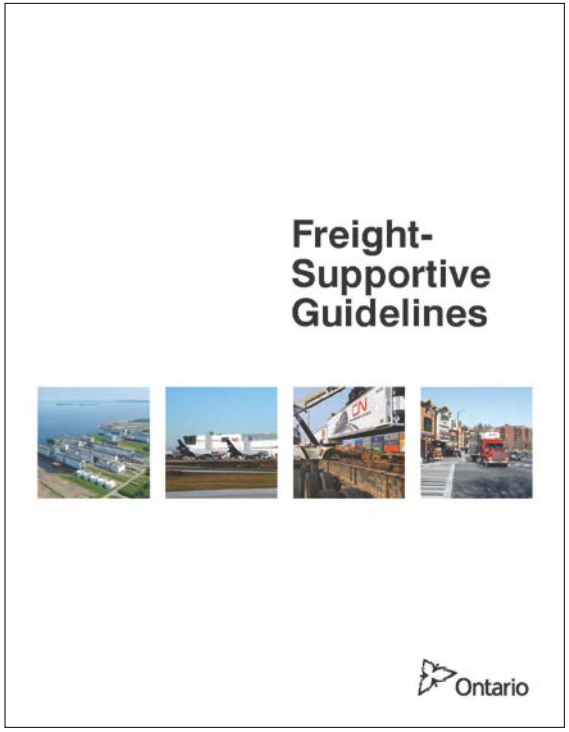
- How, where and when freight moves in and out of municipalities is not always well understood and integrated into land use and transportation planning processes.

- A better knowledge of how freight moves through communities can improve planning for freight-intensive employment areas, supporting more efficient goods movement while reducing conflicts with more travel-intensive uses, such as office parks and residential areas.

- Improved municipal planning for freight is key to:
  - Enhancing economic health and competitiveness for communities of all sizes
  - Avoiding conflicts between freight vehicles and transit, cyclists and pedestrians, improving community livability and safety
  - Supporting freight efficiency, reducing transportation-related emissions

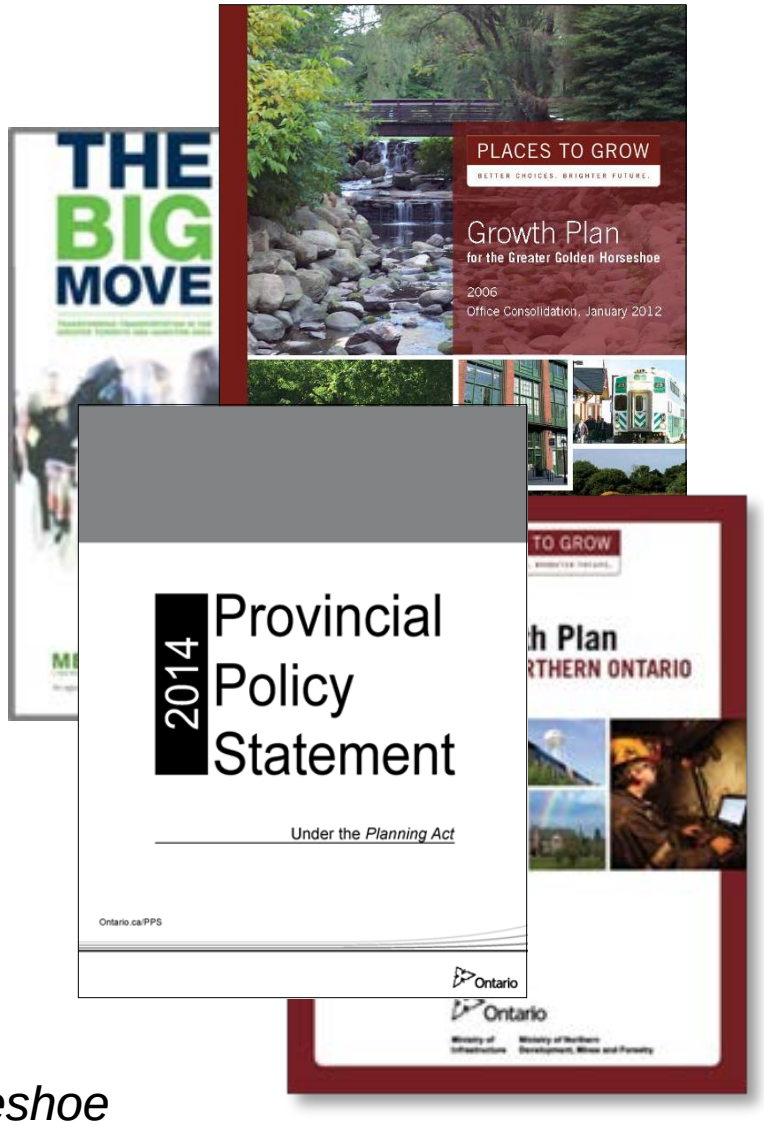
Freight-Supportive Guidelines

- The Ontario Ministry of Transportation has developed the Freight-Supportive Guidelines to help municipalities better understand and plan for the vehicles that transport goods through their communities.
- Provide detailed strategies and resources related to land use planning, site design, road design and operations to help improve the movement of freight.
- Intended for use by municipal land use and transportation planners, engineers, developers and other practitioners.
- Complement the Transit-Supportive Guidelines (2012).



Policy Context

- The Guidelines have been developed to support recent provincial initiatives aimed at managing growth, curbing urban sprawl, and supporting goods movement.
- Supports implementation of freight-supportive land use planning policies included in the 2014 Provincial Policy Statement related to:
  - Freight-supportive land use patterns
  - Protection of major goods movement facilities and corridors
  - Planning in the vicinity of major facilities
  - Location of freight-intensive land uses
- The Guidelines also link to and support:
  - *Growth Plan for the Greater Golden Horseshoe (2006)*
  - *Growth Plan for Northern Ontario (2011)*
  - *The Big Move (Metrolinx, 2008)*



Applying the Guidelines

- **Public Sector**
  - Planning for integration of freight into modern sustainable communities
  - Development of official plans, transportation master plans, secondary plans
  - Municipal review of new development

- **Private Sector**
  - Site design for developments, incorporating freight access that is safe and compatible with pedestrian-oriented communities

Applying the Guidelines (continued)

- **Balancing needs of all road users**
  - Provide tools to support efficient freight movement while mitigating impacts to other road users.
  - Provide guidance for identifying truck route networks that avoid or minimize conflicts with transit and active transportation.
  - Provide tools to assist municipalities in minimizing conflicts between freight- intensive land uses and sensitive uses.

Guidelines Content

1. Introduction
2. Land Use and Transportation Planning Guidelines
3. Site Design Guidelines
4. Operations Guidelines
5. Implementation Strategies
6. Case Studies
7. References
8. Glossary

Chapter 1: Introduction

- Chapter 1 explains freight movement and its importance to Ontario's economy
- **Financial**: support for multi-faceted economy – 38% of Ontario's economy comes from freight-intensive industries
- **Social**: minimizing conflicts with other modes and with sensitive land uses
- **Environmental**: reducing GHG, fuel consumption, and the need for transportation network improvements

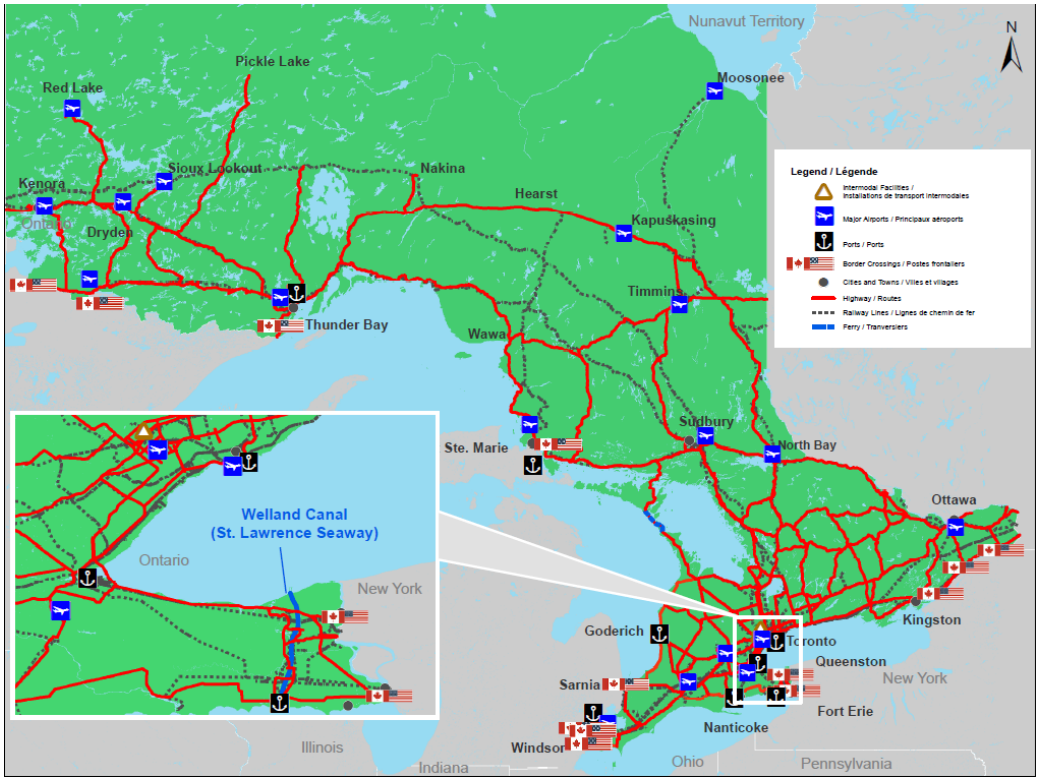
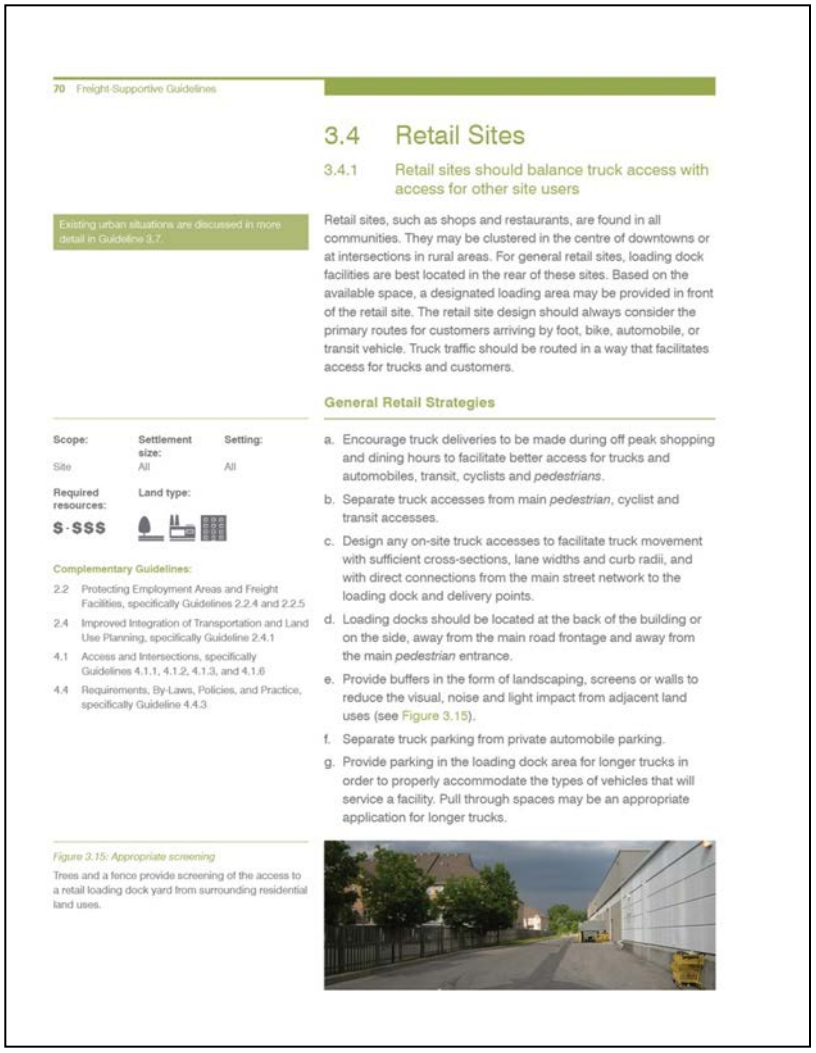


Figure 1.4: Selected facilities that support movement of freight in Ontario

Guidelines Format



70 Freight-Supportive Guidelines

3.4 Retail Sites

3.4.1 Retail sites should balance truck access with access for other site users

Existing urban situations are discussed in more detail in Guideline 3.7.

Retail sites, such as shops and restaurants, are found in all communities. They may be clustered in the centre of downtowns or at intersections in rural areas. For general retail sites, loading dock facilities are best located in the rear of these sites. Based on the available space, a designated loading area may be provided in front of the retail site. The retail site design should always consider the primary routes for customers arriving by foot, bike, automobile, or transit vehicle. Truck traffic should be routed in a way that facilitates access for trucks and customers.

Scope: Site

Settlement size: All

Setting: All

Required resources: $-$$$

Land type:

Complementary Guidelines:

2.2 Protecting Employment Areas and Freight Facilities, specifically Guidelines 2.2.4 and 2.2.5

2.4 Improved Integration of Transportation and Land Use Planning, specifically Guideline 2.4.1

4.1 Access and Intersections, specifically Guidelines 4.1.1, 4.1.2, 4.1.3, and 4.1.6

4.4 Requirements, By-Laws, Policies, and Practice, specifically Guideline 4.4.3

General Retail Strategies

a. Encourage truck deliveries to be made during off peak shopping and dining hours to facilitate better access for trucks and automobiles, transit, cyclists and *pedestrians*.

b. Separate truck accesses from main *pedestrian*, cyclist and transit accesses.

c. Design any on-site truck accesses to facilitate truck movement with sufficient cross-sections, lane widths and curb radii, and with direct connections from the main street network to the loading dock and delivery points.

d. Loading docks should be located at the back of the building or on the side, away from the main road frontage and away from the main *pedestrian* entrance.

e. Provide buffers in the form of landscaping, screens or walls to reduce the visual, noise and light impact from adjacent land uses (see Figure 3.15).

f. Separate truck parking from private automobile parking.

g. Provide parking in the loading dock area for longer trucks in order to properly accommodate the types of vehicles that will service a facility. Pull through spaces may be an appropriate application for longer trucks.

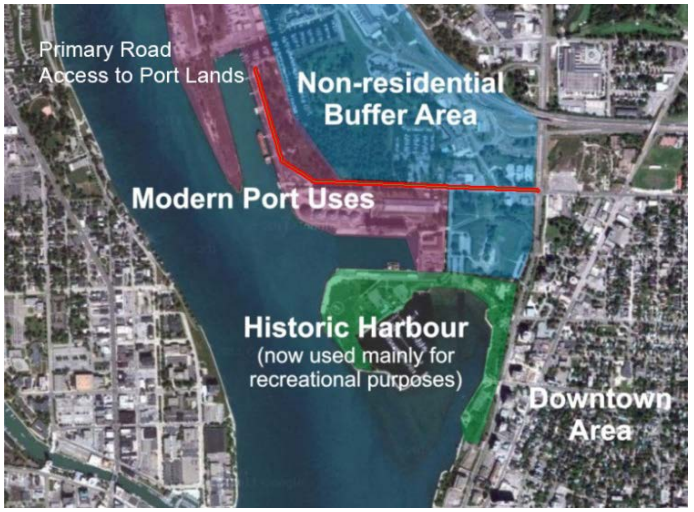
Figure 3.15: Appropriate screening

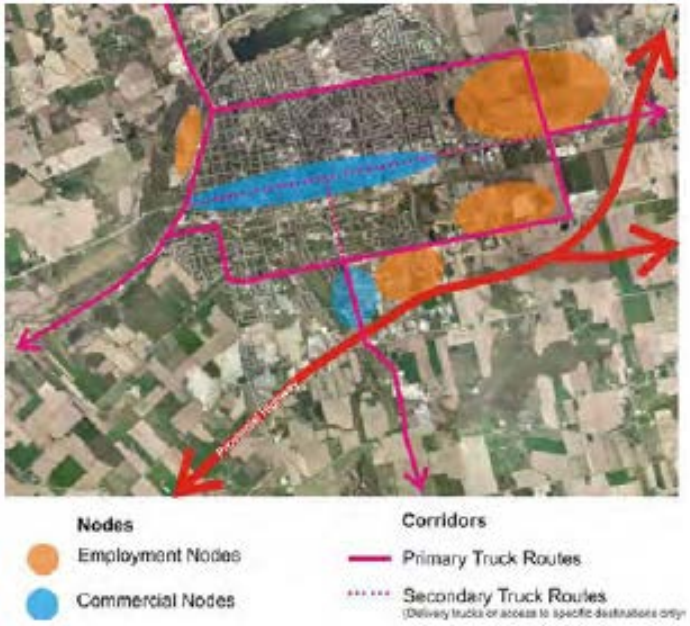
Trees and a fence provide screening of the access to a retail loading dock yard from surrounding residential land uses.

- Each Guideline features:
  - Text explaining the guideline
  - Strategies that support the guideline
  - Classification of the strategies by scope, settlement size, setting, required resources and type of land use
  - References to complementary guidelines in other parts of the document
  - Additional resources within the document or hyperlinks to external sources

Chapter 2: Land Use and Transportation Planning Guidelines

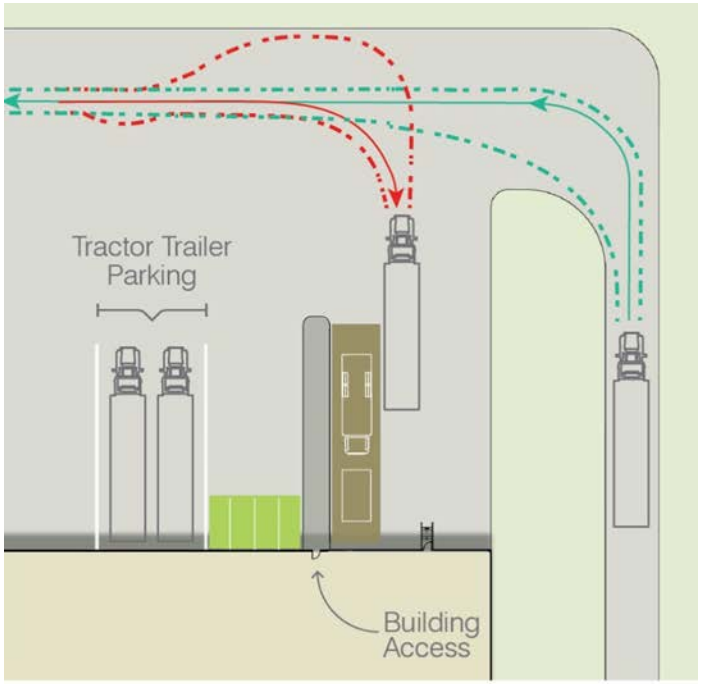
- How to plan for and protect freight facilities and corridors
- Defines the Freight Audit process:
  - Planning and economic development tool to help municipalities make informed decisions about freight movement
  - Can be completed in coordination with a transportation master plan or official plan update
  - Framework for defining baseline conditions and identifying improvements needed to support freight movement

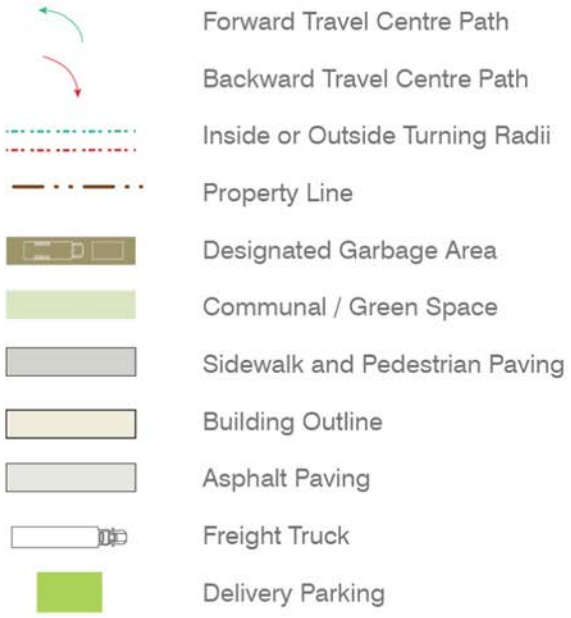




Chapter 3: Site Design Guidelines

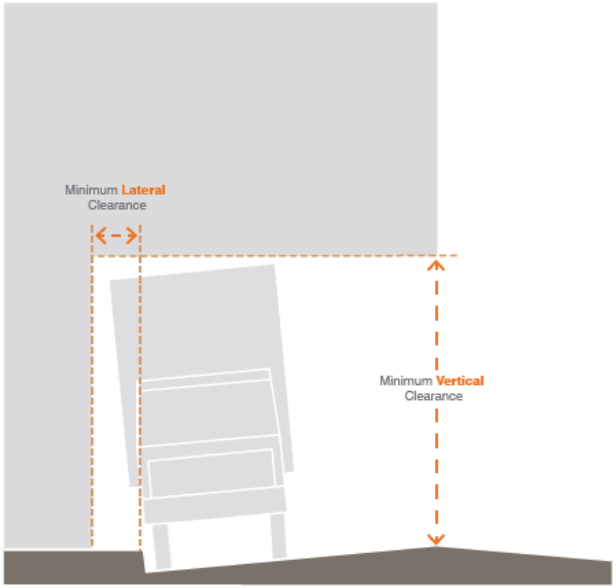
- Addresses industrial, retail, office, residential, institutional, urban and rural sites
- Provides guidance on freight movements in and around sites, including the loading dock yard and loading dock
- Discusses truck interaction with transit vehicles, pedestrians and cyclists

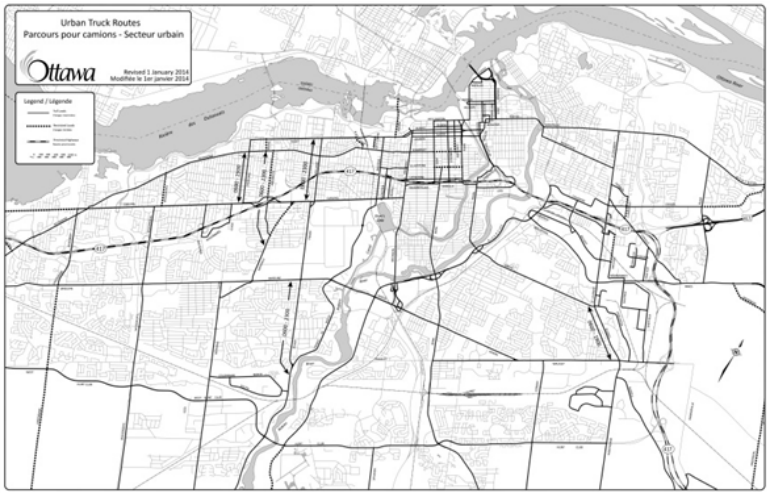




Chapter 4: Road Design and Operational Guidelines

- Helps municipalities incorporate trucks into the design and operation of municipal transportation infrastructure, related to:
  - Accesses and intersections
  - Corridors
  - Freight gateways
  - Requirements, by-laws, policies and practice





Chapter 5: Implementation Strategies

- Overview of tools and actions that can be used to implement the guidelines and strategies.

- Examples include:
  - Community Improvement Plans
  - Site Plan Control
  - Integration of Transportation Investments and Land Use Planning

Site Plan Control – development control tool provided to Ontario municipalities under the *Planning Act*. Site plan control generally addresses the layout and configuration of development lands, and building siting and massing.

Chapter 6: Case Studies

- Profiles Canadian and international examples of potential best practices in:
  - Freight Audits
  - Planning
  - Site Design
  - Operations

- Describes how the case study is relevant to Ontario municipalities

Alameda Corridor, Los Angeles

Thank you!

To download a copy of the Freight-Supportive Guidelines, go to:
http://www.mto.gov.on.ca/english/publications/freight-supportive-guidelines.shtml.