Ontario’s Freight-Supportive Guidelines

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Presentation Overview

- What is a freight-supportive community?
- Emerging Issues
- Why plan for goods movement?
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  - Land Use and Transportation Planning Guidelines
  - Site Design Guidelines
  - Road Design and Operational Guidelines
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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.

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 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

- 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.
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

Chapter 6: Case Studies

Alameda Corridor, Los Angeles
Thank you!