

COMMITTEE OF THE WHOLE OCTOBER 15, 2007

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Councillor Shefman recommends:

1. That staff prepare a report outlining a plan to implement TDM as a component of site plan approval.
2. That the plan include a time line for implementation
3. That as part of the implementation plan a workshop be offered to all those interested explaining what will be involved in the TDM requirement.

Economic Impact

A certain amount of staff time will be required to conduct research and prepare the report. The cost for this work would be part of normal staff costs.

Communication Plan

Once the plan and process is defined but prior to its implementation, information should be prepared to be communicated to the development and building industry in general.

A media release inviting enquiries from the media should also be developed and distributed as this component of site plan approval is leading edge and has a certain environmental impact

Purpose

To implement a TDM component to the site plan approval process

Background - Analysis and Options

See attached

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council relating to quality of planning and environmental sustainability

Regional Implications

By implementing a TDM component to site plan approval, the City of Vaughan would initiate a process consistent with Regional interests and actions – see attached report.

Conclusion

The City of Vaughan should include a TDM component in its site plan approval process as soon as an approved plan is approved by Council,

Attachments

Attachment 1: Report prepared by Brian Shiffman, Smart Commute.

Report prepared by:

Debi Traub, Council Executive Assistant

Respectfully submitted,

Alan Shefman
Councillor, Ward 5

Incorporating Transportation Demand Management (TDM) into the Site Approval Process

Transportation Demand Management (TDM) is a combination of infrastructure and program supports that make alternative transportation choices (other than driving alone) more attractive and more feasible for the average person, and (in some cases) which make driving alone less attractive (e.g. due to higher cost, lower convenience, or longer travel times). TDM measures can include infrastructure such as carpool parking, cycle storage, employee showers, or pedestrian friendly worksite access; TDM can also include programs such as carpool ride matching and an Emergency Ride Home program, as are currently being implemented by the City of Vaughan for its employees.

TDM removes vehicles from congested roads and reduces vehicle emissions. The site planning stage is the ideal time to incorporate TDM because it is much easier than trying to retrofit after the development is completed. Location of buildings relative to the street, placement and amount of car parking, and presence of showers/changing rooms and secure bike parking are some of many design elements that affect transportation choice but which are either impossible or very costly to include after development. By incorporating TDM requirements into the Site Approval Process, the City can ensure that all future development will actively reduce air pollution and traffic congestion. TDM programs can also reduce the number of parking spaces a development requires, if more worksite travel can be diverted onto alternative commute modes.

Under The Growth Plan for the Greater Golden Horseshoe, Policy 3.2.2.5 states that "Municipalities will develop and implement TDM policies in official plans or other planning documents". This policy is subject to a conformity standard, and is required to be implemented within 3 years of the Growth Plan being released (2006). Therefore, the policy must be adhered to by 2009.

Examples of TDM in Site Approval

Regional Municipality of York

Land Use and Development Policies, TMP, Section 3.4: Policies and Programs, 3.4.4, Travel Demand Management (TDM), pg 36

A comprehensive Region-wide TDM strategy includes the following specific components regarding Site Approvals and a requirement for employers to implement TDM programs:

- Support for TDM in Regional and Area Municipal Official Plans;
- Use of the development review and approvals process to require new major employers to consider developing and implementing TDM programs, or leading area-wide Transportation Management Associations (TMAs);
- The development of incentives for existing employers to develop and participate in TDM programs;

Town of Markham

The Town of Markham has used the site approval process to encourage businesses to implement TDM measures. Markham has used specific guidelines or "conditions of development" to build TDM into development approvals for a number of projects, including parts of the Markham Town Centre, and the new Seneca Collège campus. To summarize, the Town required developers to identify TDM measures (including the development of transitways, bicycle routes, and the engagement of a Transportation Management Association, such as Smart Commute) in order to receive approval for development. The Town has also required some developments to meet a particular target (30%) for modal split (ie the proportion of people NOT driving alone to the worksite).

Markham plans to develop more generic "conditions of development" regarding TDM that could be applied to a wide range of developments and ideally make TDM a standard site approval requirement.

Examples from the United States

Going a number of steps further than current Ontario practices, the State of Washington has implemented a *Commute Trip Reduction (CRT) Law* that requires that employers with 100+ full-time employees in major urban areas must develop CRT programs that discourage SOV use and encourage use of transit, van/carpooling, cycling, walking, and promote tele-working and flexible work schedules.

At the City/Municipal level, Seattle, Washington has implemented the following requirement:

SMC <http://clerk.ci.seattle.wa.us/%7Escripts/nph-brs.exe?d=CODE&s1=23.71.018.snum.&Sect5=CODE1&Sect6=HITOFF&l=20&p=1&u=%7Epublic/code1.htm&r=1&f=G-h0>

<http://clerk.ci.seattle.wa.us/%7Escripts/nph-brs.exe?d=CODE&s1=23.71.018.snum.&Sect5=CODE1&Sect6=HITOFF&l=20&p=1&u=%7Epublic/code1.htm&r=1&f=G-h2>

23.71.018 Transportation management program.

A. When substantial development is proposed which is expected to generate twenty-five (25) or more employee or student vehicle trips in any one (1) p.m. hour, the owner of the site upon which the substantial development is proposed shall prepare and implement a Transportation Management Program (TMP) consistent with requirements for TMPs in Director's Rule 14-2002.

In California, employers with 50 or more employees must provide a cash equivalent to employees not using the free parking provided.

Next Steps

Effectively incorporating TDM requirements into the Site Approval Process is a relatively new concept in the GTA: there is an opportunity for the City of Vaughan to lead the way in standardizing guidelines and actively engaging new developments and businesses in reducing the congestion and air quality impacts of their operations. While initial reaction might be to believe that such guidelines are not 'business-friendly', these measures are often welcomed by



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developers seeking a reduced requirement for parking, in exchange for implementing TDM supportive measures.

Smart Commute – North Toronto, Vaughan (NTV) would be happy to support City of Vaughan staff in the research and development of TDM guidelines as part of the Site Approval Process, either through providing further details of best practice examples, or by joining a city working group tasked with researching and developing recommendations for these guidelines.

For more information, contact:

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