



**STAFF REPORT  
ACTION REQUIRED**

**Provision of TTC Passes for units in new residential  
Condominium Buildings**

<b>Date:</b>	October 13, 2009
<b>To:</b>	Planning and Growth Management Committee
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	All Wards
<b>Reference Number:</b>	Pg090038

**SUMMARY**

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This report responds to a motion placed before City Council which proposes that developers provide TTC Metropasses to purchasers of new condominium units in certain areas of the City during their first year of occupancy.

The proposal to provide Metropasses to purchasers of new condominium units is consistent with Provincial policies and the objectives of the City’s Official Plan to increase transit use and reduce auto dependency. This report recommends that the requirement for each condominium unit to be supplied with a Metropass for a 12-month period be secured as condition of condominium approval. This requirement would extend to all new condominium buildings with 20 or more units located in the targeted mixed use growth areas comprising the Downtown, the Central Waterfront, the Centres and the Avenues (see attached map).

The recommended Metropass program is consistent with the underlying direction of the new proposed parking standards for multi-unit residential developments. The standards are lower in the growth areas where transit service levels are or will be higher. Providing a Metropass during the first year of occupancy of a new condominium unit will reinforce the goal of encouraging greater transit use and add to the assurance that the new, proposed parking standards are adequate to meet the expected levels of residential parking demand in the growth areas.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

City Council endorse the provision of a TTC adult Metropass pass during the first year of occupancy for each new condominium unit as a condition of condominium approval in all buildings with 20 or more units located in the City's targeted mixed use growth areas comprising the Downtown, the Central Waterfront, the Centres and the Avenues.

### **Financial Impact**

The recommendation contained in this report could lead to greater revenues for the TTC as a result of increases in the sale of annual passes and sustained higher levels of transit ridership.

## **DECISION HISTORY**

At its meeting of October 22 and 23, 2007, City Council referred the following motion to the Planning and Growth Management Committee for consideration:

“That City Council endorse the practice of requiring that developers provide free passes to the purchasers of new condominium units in areas that are well served by transit.”

Subsequently, City Council at its meeting of December 11-13, 2007, adopted the following recommendation (item PG11.8) of the Planning and Growth Management Committee:

“That until a policy on transit passes for new condominium developments is adopted, Council refrain from making ad hoc requests for transit passes for new developments ... “

This report responds to the request for a City policy on transit passes for new condominium developments.

## **COMMENTS**

### **1. Policy Context**

The inclusion of a Metropass for the first year of occupancy with the purchase of a new condominium unit is, in effect, a transportation demand management (TDM) measure that is aimed at encouraging transit use and reducing auto dependency. TDM measures generally seek to influence travel behaviour (or demand) in ways that result in a better or

more effective use of the existing transportation system. Contrastingly, supply-side strategies are directed at capital investments to increase transportation capacity. The need to include TDM measures as a part of any comprehensive transportation strategy to meet the anticipated future growth in urban travel in a cost-effective and environmentally sustainable manner has been recognized at both the provincial and local municipal levels in Ontario.

Part 1 of the Planning Act prescribes areas of Provincial interest for which municipal councils should have regard, including “the promotion of development that is designed to be sustainable, to support public transit and to be oriented towards pedestrians” (clause 2(q)). The Provincial Policy Statement (2005), issued under section 3 of the Planning Act, includes clauses 1.6.5.2 and 1.8.1(b) which refer, respectively, to the requirements to make efficient use of existing and planned infrastructure, and to promote the use of public transit and other alternative transportation modes.

The Growth Plan for the Greater Golden Horseshoe (2006), the first growth plan to be released by the Province under The Places to Grow Act (2005), restates the Province’s objectives to promote transit, cycling and walking. Specifically, the Growth Plan requires municipalities to “develop and implement *transportation demand management* policies ... to increase the *modal share* of alternatives to the automobile” (clause 3.2.2.5). The accompanying definition of transportation demand strategies includes pricing measures such as “transit discounts”.

The transportation component of the Growth Plan for the Greater Golden Horseshoe has been further developed by Metrolinx, a provincial Crown agency, and released in The Big Move (November, 2008). Strategy #4 of The Big Move calls for the creation of an ambitious TDM program to make more efficient use of the existing transportation system and “to help municipalities develop and implement TDM policies in their Official Plans and Transportation Master Plans” (Priority Action 4.2).

The transportation policies of the City’s Official Plan are directed at increasing transit use and reducing auto dependency. In particular, policy 2.4.1 (a) of the Official Plan states that: “TDM measures will be introduced to reduce car dependency and rush-hour congestion by (among other things) increasing the proportion of trips made by transit”. The City has established the Smart Commute Toronto program and the development of a network of local Transportation Management Associations (TMAs) across the City to deliver TDM programs at the are-wide scale. City staff is also developing TDM guidelines for new developments to be applied at the site-specific level. Elements of TDM are also included in other City initiatives such as the Bike Plan, Walking Strategy, Toronto Green Standard and the TTC Ridership Growth Strategy.

It is clear from the above that the proposal to provide Metropasses to purchasers of new condominium units is a TDM measure that is consistent with and supportive of a wide range of Provincial and City planning policies and objectives.

## 2. Program Features

It is recommended that new condominium developments with 20 or more units be required, as a condition of condominium approval, to provide an adult Metropass for each unit during the first year of occupancy. It is further recommended that this requirement only be imposed in areas that are or will be well served by transit. These areas are taken to be the targeted mixed use growth areas shown on Map 2 (Urban Structure) of the Official Plan as the Downtown, Central Waterfront, Centres and Avenues. Most future residential condominium development is expected to locate in these growth areas (see attached map).

The Metropass proposal will reinforce the underlying direction of the new parking standards for multi-unit residential developments which are being proposed as part of the Zoning By-law Project. The parking standards are lower in the growth areas where transit service levels are or will be higher. The availability of a Metropass during the first year of occupancy will help ensure that the higher level of transit use on which the parking standards in these areas are partly based will be achieved.

To some extent, the Metropasses may be provided to households that already regularly use transit and who would have continued doing so in their new condominium units. However, for many household members the availability of a Metropass during the first year of occupancy will provide the impetus to discover the advantages of traveling by transit and may lead to a permanent switch to transit use. The net result would be beneficial increases in TTC fare revenues and ridership.

The TTC already has in place a Developer Metropass Program for supplying developers with Metropasses over a one-year period in bulk quantities at a discounted cost. The amount of the discount increases with the number of annual passes supplied. The reduced price, transferability and tax deductibility of the Metropass mitigate the possible impacts of any cost pass-through to condominium purchasers. At the end of the day, the Metropass offers excellent value to the user and its use supports the achievement of broader planning objectives.

This report has been reviewed by the City Solicitor who concurs with the recommendation.

## **CONTACT**

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## **SIGNATURE**

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Attachment: Extract from Map 2 – Urban Structure

