



THE REGIONAL MUNICIPALITY OF NIAGARA
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE
FINAL AGENDA

PEDC 10-2019

Wednesday, October 9, 2019

1:00 p.m.

Council Chamber

Niagara Region Headquarters, Campbell West

1815 Sir Isaac Brock Way, Thorold, ON

	Pages
1. <u>CALL TO ORDER</u>	
2. <u>DISCLOSURES OF PECUNIARY INTEREST</u>	
3. <u>PRESENTATIONS</u>	
3.1 <u>Cannabis Regulation Framework</u> Samuel Bouabane, Director of Quality and Regulatory, Cannabis Compliance Inc.	3 - 31
4. <u>DELEGATIONS</u>	
4.1 <u>Niagara-on-the-Lake Non-conforming Incentive Request (PDS-C 17- 2019)(Agenda Item 6.4).</u>	
4.1.1 Denise Horne, Planner II/Heritage Advisor, Town of Niagara-on- the-Lake The delegation submission is attached to this agenda as PDS-C 19-2019	32 - 41
5. <u>ITEMS FOR CONSIDERATION</u>	
5.1 <u>PDS 31-2019</u> Proposed Changes to the Provincial Policy Statement	42 - 89

5.2	<u>PDS 36-2019</u> Response to the Town of Grimsby Council's Resolution Regarding Regional Official Plan Amendment 13 (ROPA 13)	90 - 250
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6. CONSENT ITEMS FOR INFORMATION

6.1	<u>PDS 35-2019</u> Employment Policies Update: Project Initiation Report	251 - 254
6.2	<u>ED 11-2019</u> Q3 Economic Development Quarterly Update	255 - 264
6.3	<u>PDS-C 16-2019</u> Combined Sewer Overflow (CSO) Control Policy 2019 In-year Application	265 - 266
6.4	<u>PDS-C 17-2019</u> Niagara-on-the-Lake Non-conforming Incentive Request	267 - 268
6.5	<u>PDS-C 18-2019</u> Glendale Niagara District Plan Update	269 - 272

7. OTHER BUSINESS

8. NEXT MEETING

The next meeting will be held on Wednesday, November 6, 2019 at 1:00 p.m. in the Council Chamber, Regional Headquarters.

9. ADJOURNMENT

If you require any accommodations for a disability in order to attend or participate in meetings or events, please contact the Accessibility Advisory Coordinator at 905-980-6000 (office), 289-929-8376 (cellphone) or accessibility@niagararegion.ca (email).



AGENDA

- Introduction
- Cannabis Regulatory Models
- Federal Licence Classes and Permissions
- Federal and Municipal Considerations



Samuel Bouabane
Director – Quality and
Regulatory

WHO IS CCI?

CCI is a global consulting firm with subject matter expertise in the regulated consumer products industry

- A legacy of success based on knowledge of safety and compliance best practice
- Fifteen years of licencing and regulatory expertise
- Successful completion of over 66,000 licences
- The original consulting company in Canada to offer a breadth of cannabis services
- A proud Canadian company with a global presence in more than 25 countries around the world



Regulatory Models

THE FUTURE

Now

(Post -October 17th, 2018)

- Recreational and medicinal
- Craft cannabis

October 2019

- Edible cannabis
- Cannabis extracts
- Cannabis topicals

Post -October 2019

- Cannabis Health Products
- Veterinary Health Products
- Cosmetics and Household Use Products



THE PLAYERS

NEW ACTS & REGS

Federal
Government

Provincial
Government

Municipal
Government

Licence
Holders

Federal – HC, CFIA, PMRA
The Cannabis Act & Regulations
Safe Food for Canadians Act & Regulations
Tobacco and Vaping Act
Pest Management and Regulatory Agency

Provincial – AGCO, OMAFRA
Cannabis Control Act & Regulations
Land Use Act & Regulations

Municipal
Local By -Laws

REGULATORY MODELS

Federal:

- Cultivation and production of safe quality products
- Prevention diversion and protection of young persons
- Establishment of provincial distribution model
- Continuity of access for medicinal use

Provincial:

- Establishment of recreational sale and distribution
- Land use protection guidelines

Municipal:

- Urban planning and development for federally licensed and provincial retail licensed sites
- Local law enforcement



Federal Licences

TYPES OF CANNABIS LICENCES

The Cannabis Act and Regulations, introduced new facility licensing classes to cultivate, manufacture, research, test and sell cannabis and cannabis products.

- Cultivation – Standard
- Cultivation – Micro
- Cultivation – Nursery
- Processor – Standard
- Processor – Micro
- R&D
- Sale for Medical Purposes
- Analytical Testing
- Cannabis Drug
- Industrial Hemp



CULTIVATION LICENCES

The Standard Cultivation Licence allows for the following activities:

- Cultivation, harvesting and drying of cannabis.
- Outdoor cultivation
- Sale of cannabis to licence holders: Cultivation, Processor, R&D, Testing Laboratory, and Cannabis Drug Licence.

The Micro Cultivation Licence allows for the same activities as Standard with the restriction:

- A holder may cultivate a total of 200 m² of cannabis canopy.

The Nursery Licence allows for the same activities as Standard with the following restrictions:

- Unlimited cannabis canopy.
- Up to 50 m² of flower canopy for breeding and testing.
- Obligated to destroy flowers within 30 days.
- Sale of only seeds and plants to other licence holders.

PROCESSOR LICENCES

The Standard Processor Licence allows for the following activities:

- Processing unlimited quantities of cannabis.
- Formulation development, manufacturing, packaging and labelling.
- Sale of Cannabis to licence holders: Cultivation, Processor, R&D, Testing Laboratory, and Cannabis Drug Licence.
- Sale of Cannabis Products to Provinces for recreational distribution and to Federal Medical Sales Licence holders for medical distribution.

The Micro Processor Licence allows for the same activities as Standard with the restriction:

- A holder may process a total of 600 kg of dried cannabis (or equivalent) annually.

OTHER LICENCES TYPES

End -user recreational sale is provincially licensed

Federal Medical Sales Licence:

- Patient registration and prescription processing.
- Direct or indirect sale to patients

R&D Licence:

- Limited cultivation, processing and clinical testing based on protocol.
- Development, manufacturing, packaging and labelling.

Cannabis Drug Licence:

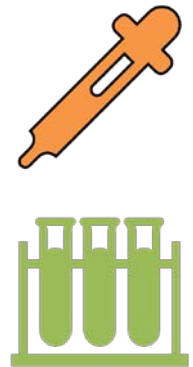
- Cannabis drug development, manufacturing, distribution and sale.
- Traditional pharmacy sale via prescription

Analytical Testing Licence:

- Mandatory third-party analysis
- Product stability trials

Industrial Hemp Licence:

- Cultivation and harvest of select cannabis cultivars
- Distribution and sale of seeds, fiber, leaves and flowers



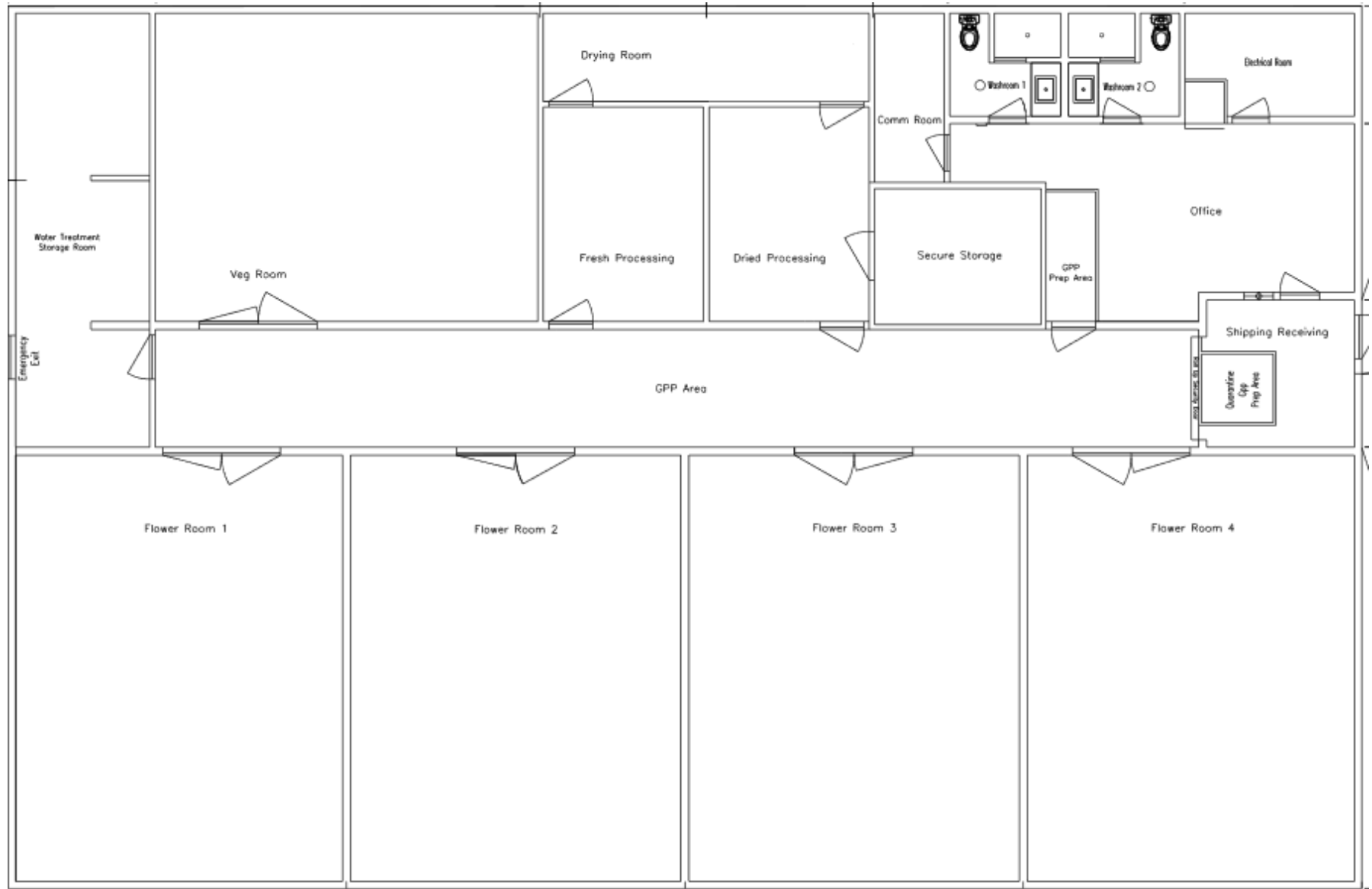
FACILITY LAYOUT

Layout of facility depends on licence type, operations and business scale

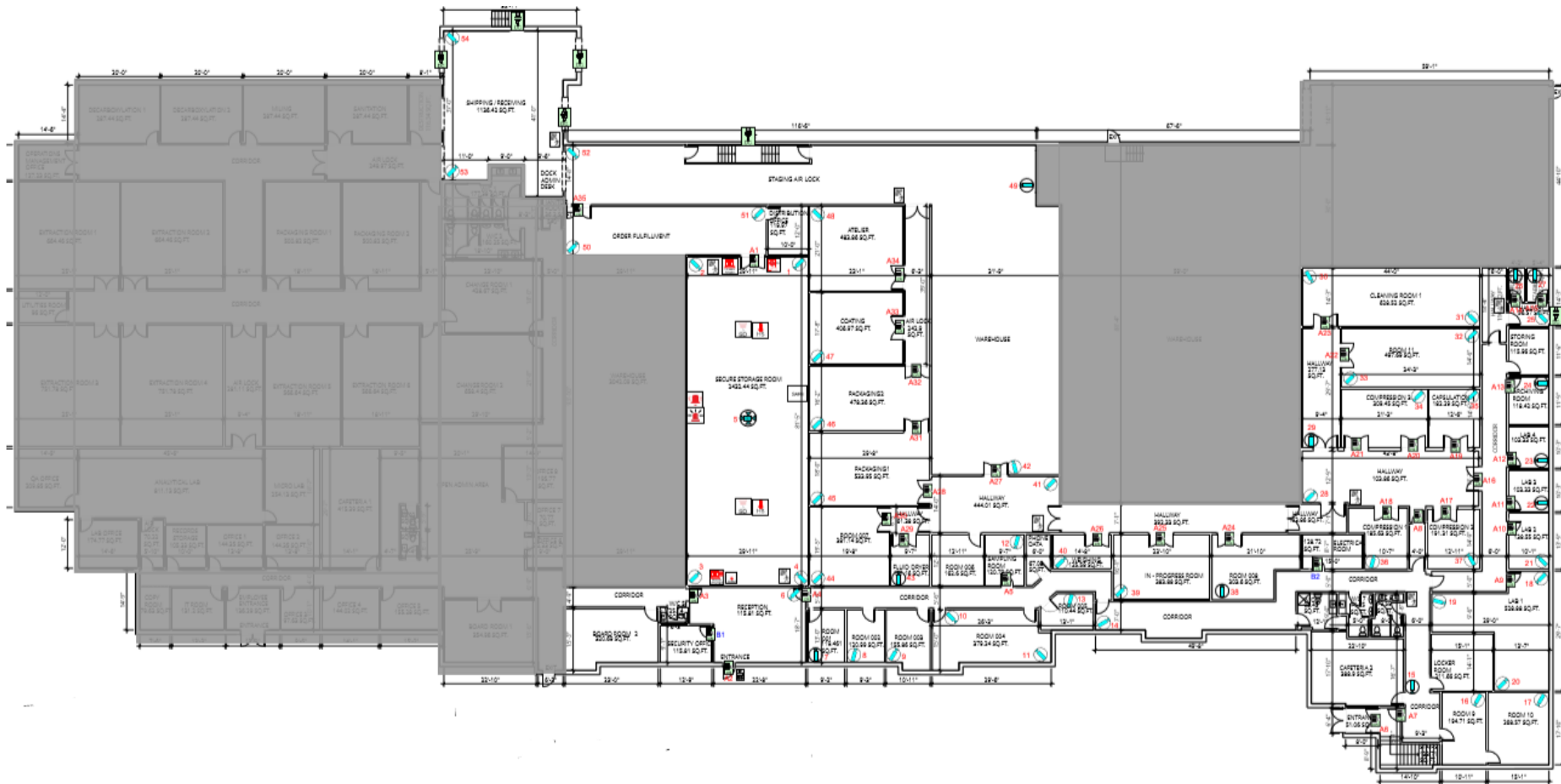
Standard List of Rooms:

Administrative Areas	Cultivator Areas	Processor Areas	Transition and Warehouse Areas	Support Areas
Reception/Security Office	Genetics/Mother Room	Extraction Rooms	Changerooms/ Gowning Areas	Maintenance/ Machine Shop
Offices/Meeting Rooms	Propagation Room	Dispensing/ Mixing Rooms	Transition Corridors	Mechanical/ Utilities Room
Call Center	Vegetative Rooms	Production Rooms	Shipping/ Receiving Areas	Chemical/Hazmat Storage
Washrooms	Flowering Rooms	Packaging/ Labelling Rooms	General Warehouse	Laneways/ Parking Lot
Lunchroom	Outdoor Cultivation Areas	Sanitation Room	Secure Storage Room	
Server Rooms	Trimming Room	Equipment Storage	Destruction Room	
Document Storage	Drying Room	Laboratories		
Corridors	Curing Room			

MICRO SITE LAYOUT



STANDARD SITE LAYOUT



Federal, Provincial & Municipal Considerations

FEDERAL CONSIDERATIONS

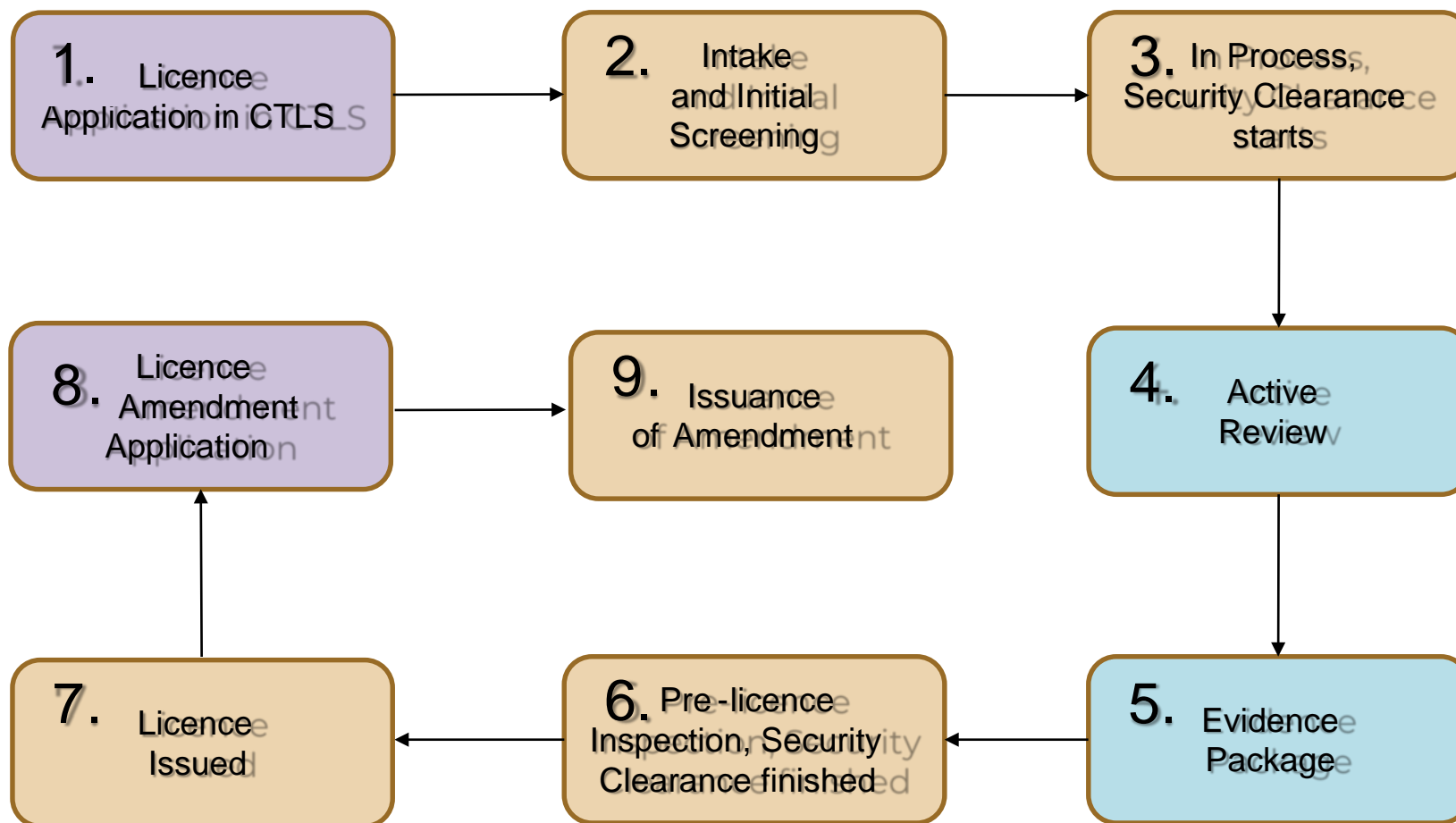
Health Canada ensures public health and safety are paramount.

- **Licensing**
 - Corporation, personnel and business model
 - Physical security
 - Good Production Practices (GPP)
(Sanitation, air, odour control, quality assurance)
 - Mandatory testing for pesticides
 - Packaging and labelling
- **Physical Site Amendments and New Products**
 - Adding/removing operational areas
 - Packaging and labelling
 - Product Notices
- **Promotion**
 - Advertising and promotional prohibitions
 - CRA Excise Tax licence and stamps



HEALTH CANADA LICENSING APPROACH

Application Eligibility: Applicants must have a fully constructed building in place, including evidence that they building meets physical security and Good Production Practices (GPP) requirements



FEDERAL CONSIDERATIONS

For licence holders, compliance is key.

- **Regulatory Inspections**
 - Inspection Types: Pre -licence, Initial, Targeted, Regular
 - Assess compliance to Cannabis Act and Regulations
 - Regional Cannabis Inspectorates issue minor/major/critical observations and compliance rating
 - https://www.canada.ca/en/health_-canada/services/drugs_-medication/cannabis/compliance_-enforcement/medical_-cannabis_-quarterly_-compliance_-enforcement_-report_-inspection_-data_-summary.html
- **Suspension and Revocation**
 - Four licence suspensions to date
 - One licence revocation
- **Administrative Monetary Penalties (AMPs)**
 - New Notice of Violation and Monetary Penalty Process
 - https://www.canada.ca/en/health_-canada/services/cannabis_-regulations_-licensed_-producers/administrative_-monetary_-penalties.html

FEDERAL CONSIDERATIONS

Health Canada ensures public health and safety are paramount.

For licence holders, compliance is key.

- **Recent HC Guidance Publications:**
 - CTLS User Guide
 - Licensing Application Guides
 - Physical Security Requirements
 - Licence Management Guide
 - Excise Tax Licence and Fees Management
 - Good Production Practices
 - Packaging and Labelling
 - Product Notices
 - Promotional Prohibitions
 - Regulatory Reporting
 - Mandatory Testing Requirements
 - Voluntary Recall Guide
 - Mandatory Testing Requirements

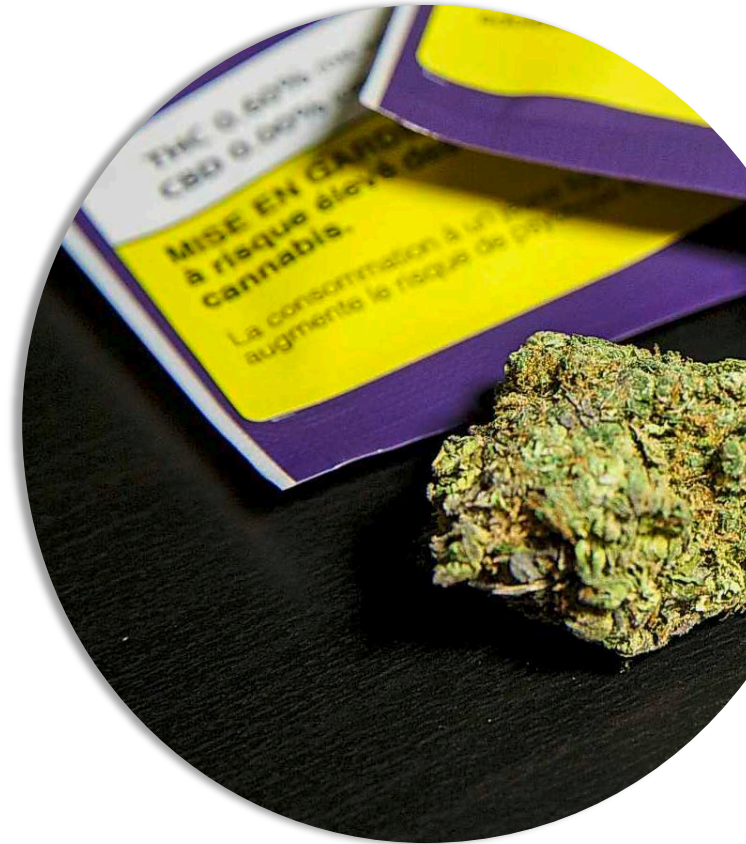


PROVINCIAL CONSIDERATIONS

Health Canada defers urban planning considerations to provincial and municipal governments.

- Provincially Regulated:
- Alcohol and Gaming Commission of Ontario:
 - Sale and Distribution

<https://www.agco.ca/cannabis> -municipalities
- OMAFRA:
 - Guidelines on Permitted Uses in Ontario's Prime Agricultural Land
 - Agricultural Impact Assessments
 - General Environmental Issues
 - Water resources and conservation
- Email concerns to:
ag.info.omafra@ontario.ca



MUNICIPAL CONSIDERATIONS

Cannabis Regulations S. 40: A holder of a licence must not conduct any activity that is authorized by the licence at a dwelling -house.

Municipally Regulated:

- Development and building permits
- Zoning, survey, and land use compatibility
- Neighbouring lots/businesses, communities impact assessment:
 - Noise, traffic, visual disturbance
- Lot size, partitioning/amalgamation and dwelling assessment
- Hazards and obstructions assessment
- Municipal services assessment:
 - Road access and snow removal
 - Utilities: Hydro, gas, water
 - Water and sewage removal



MUNICIPAL CONSIDERATIONS

Health Canada defers urban planning considerations to municipal governments.

- Municipalities can support compliance for federally regulated concerns:
 - Physical security
 - Product diversion
 - Advertising and promotion
 - Public health and sanitation
 - Local disturbances (e.g. odour control)
- Email concerns to:
cannabis@canada.ca
- Or contact:
Benoit P. Seguin
Associate Director
Compliance Issues and Response
Cannabis Legalization and Regulation Branch,
Health Canada
benoitp.seguin@canada.ca



MUNICIPAL CONSIDERATIONS

Exterior Building – North Side

North Side Exterior Cameras Overview



MUNICIPAL CONSIDERATIONS

Exterior Building – East Side

East Side Exterior Cameras

Cam 45



Cam 44



Cam 43

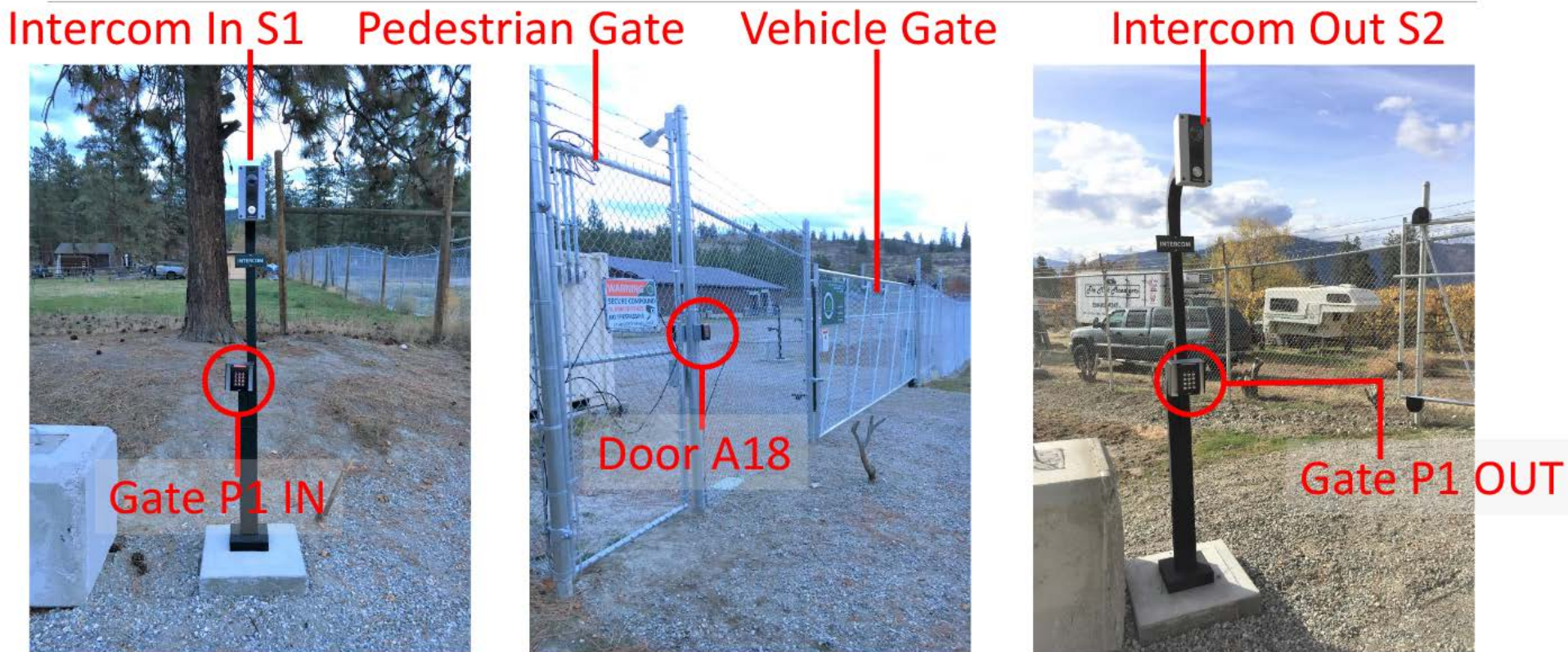


Cam 44 Cam 43



MUNICIPAL CONSIDERATIONS

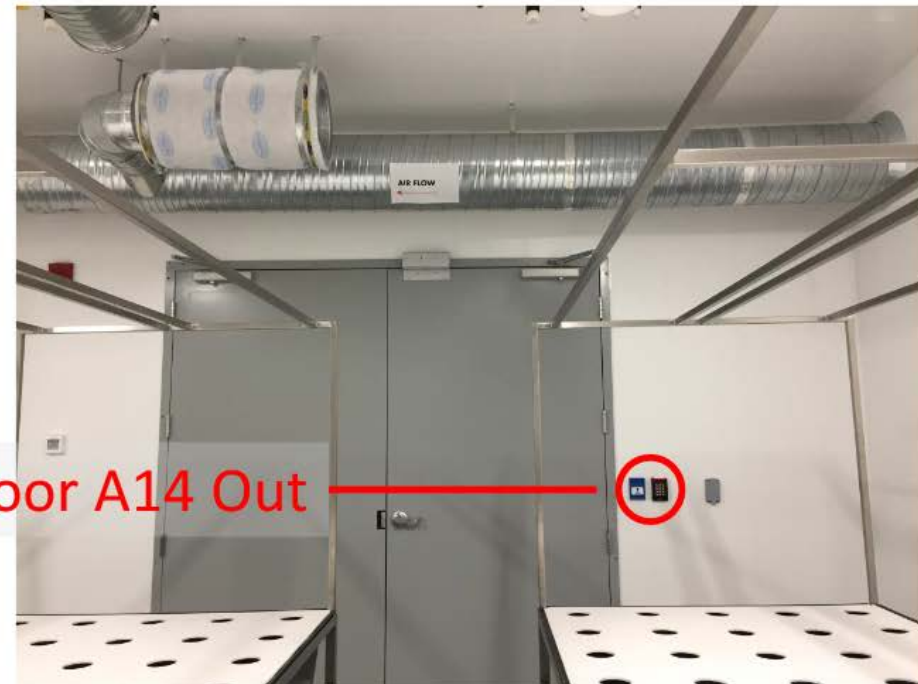
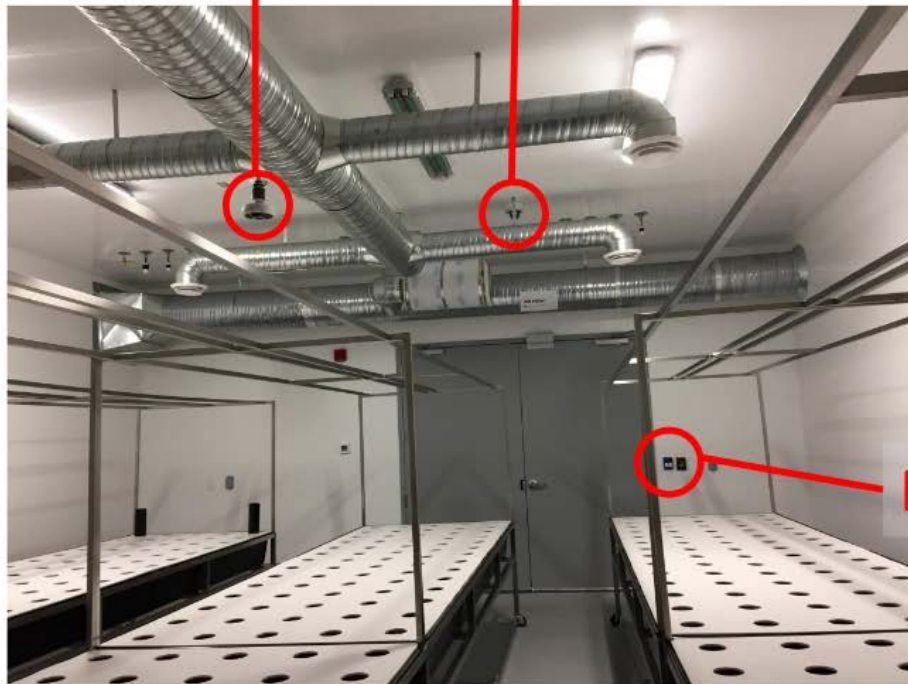
Exterior – Main Perimeter Gate Entrances



MUNICIPAL CONSIDERATIONS

Interior – Flower Room 1 (continued)

Cam 24 Cam 23





Questions?



Thank you.

August 12, 2019

SENT ELECTRONICALLY

Regional Municipality of Niagara
1815 Sir Issac Brock Way, PO Box 1042
Thorold ON L2V 4T7

Attention: Ann-Marie Norio, Regional Clerk

Dear Ms. Norio:

RE: Delegation Request - 16 Queen Street, Heritage Permit H-19-016 Heritage Permit issued under sections 33 or 42 of the Ontario Heritage Act

Please be advised the Council of The Corporation of the Town of Niagara-on-the-Lake, at its regular meeting held on July 15, 2019 approved a Heritage Restoration and Improvement Grant for 16 Queen Street, a Part V designated property in Niagara-on-the-Lake, at \$4,565.20 for exterior painting of the building.

The painting project was completed prior to approval by Town Council and prior to submission of necessary documentation to Regional staff. The matching funding cannot now be approved through the typical process, with delegated Regional Staff authority, because the project was undertaken prior to submission of necessary documentation to the Region.

Town Staff and the Niagara-on-the-Lake Municipal Heritage Committee recommended approval of the grant based on several factors: firstly, the wood windows were restored in 2017 and the advice of the heritage contractor was to paint as soon as possible in order to avoid deterioration of the wood fabric. Furthermore, encroachment permits to erect scaffolding over the sidewalks on Queen Street are not issued by the Town between the months of late May to September, so the applicant was working within a tight timeline in which to complete the necessary painting.

Town staff have inspected the completed project and are satisfied that the project was carried as per best practices in heritage conservation.

Given the above considerations, the Council for the Corporation of the Town of Niagara-on-the-Lake is requesting that matching funding, in the amount of \$4,565.20, be provided to the Town of Niagara-on-the-Lake by the Niagara Region through the Heritage Restoration and Improvement Grant (SNIP) Program.

If you have any questions or require further information please contact our office at 905-468-3266.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Peter Todd', with a stylized flourish extending to the right.

Peter Todd, Town Clerk

Encl. June 11, 2019 Municipal Heritage Committee Meeting Minutes

CC: Denise Horne, Planner II /Heritage Advisor, Town of Niagara-on-the-Lake
 Craig Larmour, Director of Community & Development Services Town of
 Niagara-on-the-Lake



MUNICIPAL HERITAGE COMMITTEE MEETING MINUTES

Tuesday June 11, 2019
06:00 PM

PRESENT:

Councillors: Clare Cameron, Al Bisback, Members: Janice Johnston, Amanda Demers, Drew Chapman, Philip Hoad, Rita Trudeau, Ron Dale, David Parker

REGRETS:

STAFF:

Denise Horne	Planner II (Heritage Advisor)
Rick Wilson	Senior Planner
Colleen Hutt	Deputy Clerk

OTHERS:

Gary Zalepa	Regional Councillor
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1. Call to Order

Chair Janice Johnston called the meeting to order at 7:00 p.m.

2. Adoption of Agenda

Moved by David Parker that Reports MHC-19-026 and MHC-19-027 be added to the agenda under New Business

APPROVED.

Moved by Councillor Al Bisback that the agenda be adopted, as amended.

APPROVED.

3. Conflict of Interest

Drew Chapman declared a conflict with MHC-19-023 - 20 Platoff Street as he has quoted on work for the Heritage Grant.

4. Previous Minutes

The Committee reviewed the minutes of April 9, 2019.

5. Presentations

No presentations were made at this time.

6. Announcements

No announcements were made at this time.

7. Correspondence

7.1 On-going Heritage Project List

Denise Horne, Planner II provided an update on the items on the project list.

7.2 Saving the Family Barn

The Committee received this document.

7.3 St. Davids Heritage Conservation District

Denise Horne, Heritage Planner provided an update on the properties highlighted on the list and explained that the best practice was to run the properties through a Ontario Regulation 9/06 assessment prior to listing on the Municipal Register.

Moved by Councillor Clare Cameron that for all properties listed in item 7.3 Correspondence that are not currently designated under the Ontario Heritage Act and are not currently listed on the Municipal Register, that Council add those properties to the Municipal Register, and direct staff to take the steps necessary to do so under Provincial legislation.

APPROVED.

8. Business

8.1 MHC-19-021 - 392 Mississagua Street Heritage Restoration & Improvement Grant Application & Heritage Permit - Exterior Painting

Denise Horne provided an overview of the application for the Committee.

Discussion took place regarding:

- spray painting
- type of paint removal

Moved by Drew Chapman that the recommendations contained in MHC-19-021- 392 Mississagua Street be amended, as follows:

- 1.1 the Heritage Restoration & Improvement Grant and the Heritage Permit for exterior painting of the building in existing colours, as per the quote and specifications provided by Painting the Town at \$7,627.50, with the Town and Region each providing \$1906.88 in grant funding (Regional funding subject to availability) be approved for 392 Mississagua Street, subject to the following conditions:
 - a) the existing paint be removed using the safest and gentlest method possible, as identified in the Standards and Guidelines for the Conservation of Historic Places in Canada, which includes avoiding water-blasting or power-washing;
 - b) the applicant complete a Grant Agreement, to be submitted to the Town prior to release of grant money, for the approved Heritage Restoration & Improvement Grant at 392 Mississagua Street;
 - c) all requirements of the heritage grant program implementing by-law 3989-05, as amended, be met.
- 1.2 *that the work be done by brush not spray painting; and*
- 1.3 *any revised quotes be approved by the Director of Community & Development Services.*

APPROVED, AS AMENDED

8.2 MHC-19-022 - 16 Queen Street Heritage Restoration & Improvement Grant Application - Exterior Painting

Beverly Jones provided the Committee with an overview of the request and application.

Moved by Councillor Al Bisback that the recommendations contained in MHC-19-022- 16 Queen Street be approved, as follows:

- 1.1 the Heritage Restoration & Improvement Grant to permit exterior painting of the building, as per the quote and specifications provided by Tresham Painting at \$18,260.80, with the Town providing \$4,565.20 in grant funding be approved for 16 Queen, subject to the following conditions:
 - a) all requirements of the heritage grant program implementing by-law 3989-05 as amended, be met; and

- b) the applicant complete a Grant Agreement, to be submitted to the Town prior to release of grant money, for the approved Heritage Restoration & Improvement Grant at 16 Queen Street.

- 1.2 Council make a formal request through a delegation to Regional Council via the Planning and Economic Development Committee for the \$4,565.20 matching grant funding for the Heritage Restoration and Improvement Grant for 16 Queen Street.

APPROVED.

**8.3 MHC-19-023 - 20 Platoff Street
Heritage Restoration & Improvement Grant Application
& Heritage Permit - Reconstruct Front Stairs & Stabilize Original Structure**

Drew Chapman previously declared a conflict of interest with MHC-19-023 - 20 Platoff Street as he has quoted on work for the Heritage Grant. Drew Chapman did not vote or take part in any discussion on this matter.

Leslie Kerr provided the Committee with an overview on the application.

Moved by Amanda Demers that the recommendations contained in MHC-19-023 - 20 Platoff Street be approved, as follows:

- 1.1 the Heritage Restoration & Improvement Grant and the Heritage Permit to reconstruct the front stairs and stabilize the original structure, as per the quote and specifications provided by Drew Chapman Carpentry at \$16102.50, with the Town and Region each providing \$4025.63 in grant funding (Regional funding subject to availability) be approved for 20 Platoff Street, subject to the following conditions:
 - a) all requirements of the heritage grant program implementing by-law 3989-05, as amended, be met;
 - b) the applicant complete a Grant Agreement, to be submitted to the Town prior to release of grant money, for the approved Heritage Restoration & Improvement Grant at 20 Platoff Street.

APPROVED.

**8.4 MHC-19-024 - Queen-Picton Heritage Conservation District -
Heritage Permit Application - Wrapping Hydro Boxes**

Denise Horne, Planner II provided the Committee with an overview of the application. This will be a pilot project starting with boxes on King Street, Market Street and Wellington Street.

Discussion took place with:

- length of pilot program & success measures
- look of clutter, artwork may be too much
- safety hazards and warning signs
- control of wear, maintenance problems
- local art or historical building pictures
- Village of Virgil may be a better pilot area

Moved by Amanda Demers that the recommendations contained in MHC-19-024 - Queen-Picton Heritage Conservation District - Wrapping Hydro Boxes be approved, as follows:

- 1.1 The pilot project to wrap hydro boxes in vinyl art in the Queen-Picton Heritage Conservation District be approved subject to the following conditions:
 - a) The hydro box at the corner of King Street and Queen Street be wrapped in historic black and white photos of the adjacent cultural heritage resources to the satisfaction of the Director of Community and Development Services.
 - b) The hydro boxes on Market Street and Wellington Street be wrapped in art that is related to local culture and heritage to the satisfaction of the Director of Community and Development Services.

DEFEATED.

Moved by Councillor Clare Cameron that the following be provided to Council for consideration: identify eligible transformer locations first; locate in another urban area ie. Virgil, St. Davids, Glendale or Chautauqua; use historical photos and/or art for sense of place; ensure safety; establish durations and end date of pilot; establish indicators of success; ensure that Hydro is responsible for maintenance; ensure removal within a reasonable timeframe depending on durability of wrap.

APPROVED.

8.5 MHC-19-025 - Court House - Request for Comments - Bus Shelter Design

The Committee provided the following comments on the Bus Shelter Design:

- base of columns, remove concrete base and bring stone to the ground
- use of Whirlpool sandstone to match court house
- use curved brackets
- use of cedar shingles, same as court house/asphalt shingles alright
- important gathering area, good use of amenity area
- consider two posts on each end
- add benches
- consider relocation beside public washroom away from court house
- good location where buses stop

9. New Business

9.1 MHC-19-026 - 4-8 Queen Street - Heritage Permit Application - Sign Installation

Denise Horne, Planner II provided the Committee with an update that the signs have been installed and there are concerns with how the brackets are designed or are adhered to building. This sign would require a sign variance for location.

Discussion took place regarding:

- colouring of brackets, match existing colour on building
- sign not required, clutter
- signs should be in-line with/on entablature
- hide bracketing, move signs up on brackets
- Hatley sign is too large, not appropriate
- font size to building

Moved by Ron Dale that the recommendations contained in MHC-19-026 - 4-8 Queen Street - Sign Installation

- 1.1 the Heritage Permit Application to install signs at 4 - 8 Queen Street be amended, subject to the following conditions:
- a) the proponent be required to obtain Sign Permits for the proposed signs;
 - b) the proposed signs have a matte finish with no backlighting or neon lighting;
 - c) the signs not project beyond private property limits; and
 - d) the signs be located on the fascia of the building *with no hanging signs*.

APPROVED, AS AMENDED.

The balance of the recommendations were voted on.

- 1.2 that the conditions in Recommendation 1.1 for 4-8 Queen Street be cleared to the satisfaction of the Director of Community and Development Services.

The Committee voted on Report MHC-19-026 as amended.

APPROVED, AS AMENDED.

9.2 MHC-19-027 - 114, 118, 122 & 126 Queen Street, 219 Victoria Street, and 115-119 & 129 Johnson Street - Heritage Permit Application - Lighting Plan

Denise Horne, Planner II provided an overview of the application for a lighting plan for this development but stated staff are recommending a more traditional lighting plan.

Discussion took place regarding:

- lighting warmth
- minimum safety standards
- reduced uplighting

The Committee discussed removing Recommendation 1.1 a) and b). The Committee discussed adding three new additional recommendations dealing with warmth and manufacturer information.

The Committee discussed and voted on each recommendation separately.

Moved by David Parker that the recommendations contained in MHC-19-027 - 114, 118, 122 & 126 Queen Street, 219 Victoria Street, and 115-119 & 129 Johnson Street be approved, as follows:

- 1.1 The Heritage Permit Application for the lighting plan at 114, 118, 122 and 126 Queen Street, 219 Victoria Street, and 115, 117, 119 and 129 Johnson Street be amended, subject to the following conditions:
- a) the lighting for pole mounted and wall mounted lights be carriage style, similar to those on Queen Street, or a similar design to respect the traditional architecture of the surrounding buildings;

DEFEATED.

- b) the lighting standard for bollard lighting match the pole mounted lighting or be simple in design;

DEFEATED.

- c) the recessed wall mounted lights be approved as submitted;

APPROVED.

- d) any new light style and lighting plan shall satisfy photometric plan requirements of the Town;

APPROVED.

The Committee voted to add the following three new recommendations.

- e) accept light fixtures as proposed;

APPROVED.

- f) lamps to be warmer light (2700k)

APPROVED.

- g) manufactures to provide information on how they control the light spread, in the event there is a complaint from a neighbouring land owner.

APPROVED.

The balance of the recommendations were voted on.

- 1.2 That the conditions in Recommendation 1.1 be cleared to the satisfaction of the Director of Community and Development Services for the properties at 114, 118, 122 and 126 Queen Street, 219 Victoria Street, and 115, 117, 119 and 129 Johnson Street.

APPROVED.

The Committee voted on Report MHC-19-027 as amended.

APPROVED, AS AMENDED.

10. Next Meeting Date

Next Meeting Date: July 9, 2019

11. Adjournment

ADJOURNMENT: 08:50 PM

Subject: Proposed Changes to the Provincial Policy Statement

Report to: Planning and Economic Development Committee

Report date: Wednesday, October 9, 2019

Recommendations

1. That Report PDS 31-2019 **BE RECEIVED** for information;
2. That staff **BE DIRECTED** to continue to provide detailed comments on the Provincial initiatives under the “*More Homes, More Choice: Ontario’s Housing Supply Action Plan*”, and any associated matters, as warranted; and
3. That a copy of Report PDS 31-2019 **BE CIRCULATED** to local area municipal Planning Directors.

Key Facts

- This report provides an overview of proposed changes to the Provincial Policy Statement (“PPS”).
- On May 2, 2019, Ministry of Municipal Affairs and Housing (“MMAH”) announced the Housing Supply Action Plan (“Housing Plan”) concurrently with *Bill 108: More Homes, More Choice Act, 2019* (“Bill 108”).
- Earlier reports, PDS 26-2019 and PDS 28-2019, provide an overview and comments on legislative changes to planning-related matters through Bill 108. At the time of those reports, a revised draft PPS had not been released.
- On July 22, 2019, MMAH released the draft PPS and set October 21, 2019 as the consultation deadline.
- Staff prepared comments on the draft PPS for submission to the Environmental Registry of Ontario (“ERO”). A copy is attached as Appendix 1.

Financial Considerations

There are no financial considerations directly linked to this report.

The PPS changes may have a financial impact for the Region. The full cost and administrative burden cannot be determined without further details from the province on

additional consultation requirements and efforts to streamline planning application processes.

Analysis

The Province's Housing Plan

On May 2, 2019, the MMAH announced its Housing Plan:

<https://www.ontario.ca/page/more-homes-more-choice-ontarios-housing-supply-action-plan>.

The stated intent of the Housing Plan is to cut red tape, increase supply and choice to ultimately make housing more affordable. The Housing Plan includes amendments to 13 Acts – through Bill 108 – as well as changes to the Building Code and the introduction of the 2019 *Growth Plan for the Greater Golden Horseshoe* (in effect May 16, 2019).

The amendments and regulations enacted through Bill 108, and the changes to the Building Code and *Growth Plan*, were outlined in earlier reports (see Other Pertinent Reports).

On July 22, 2019, MMAH announced proposed changes to the PPS as part of its initiatives under the Housing Plan. The ERO proposal, including a copy of the draft PPS, can be found at the following link: <https://ero.ontario.ca/notice/019-0279>.

The proposed PPS changes are set out in five themes:

- Increasing housing supply and mix.
- Protecting the environment and public safety.
- Reducing barriers and cost.
- Supporting rural, northern, and Indigenous Communities.
- Supporting certainty and economic growth.

MMAH published five questions to collect feedback:

1. *Do the proposed policies effectively support goals related to increasing housing supply, creating and maintaining jobs, and red tape reduction while continuing to protect the environment, farmland, and public health and safety?*
2. *Do the proposed policies strike the right balance? Why or why not?*
3. *How do these policies take into consideration the views of Ontario communities?*

4. *Are there any other policy changes that are needed to support key priorities for housing, job creation, and streamlining of development approvals?*
5. *Are there other tools that are needed to help implement the proposed policies?*

Staff will submit comments to the ERO in response to these questions. A copy of Staff's comments are attached as Appendix 1.

Draft PPS Changes

The following section highlights key proposed changes to the PPS.

Alignment with Provincial Housing and Homelessness Action Plans

Proposed changes reference Provincial Housing and Homelessness Action Plans.

Changes to housing-related policy require municipalities to establish and implement minimum targets for housing which is affordable to low and moderate income households and which aligns provincial housing and homelessness plans.

New “market-based” approach to development

A new “market-based need” approach to development has been introduced in an effort to encourage development and redevelopment that fill gaps in existing housing supply.

This approach is not clearly defined in the PPS, nor has any guidance been provided for its implementation.

“Housing types” replaced by “housing options”; with a new definition

Proposed changes replace the former term “housing types” with “housing options”. A new definition for Housing Options is provided.

This change is intended to support municipalities in meeting housing supply needs through encouraging a mix of development types and ownership scenarios. Staff note that the term “rental” is absent from the proposed definition.

New term and definition: “impacts of a changing climate”

The phrase “impacts of a changing climate” is proposed in several policies.

The phrase provides direction for municipalities to encourage best practices in new development and redevelopment to prepare for and adapt to more extreme weather events caused by a changing climate.

Added language emphasises the importance of protecting water quality through enhanced stormwater management practices.

New policy emphasizes “priority applications”

The draft PPS contains a new policy requiring municipalities to streamline development processes for planning applications that support housing and job-related growth and development.

Shifted Duty to Consult from the Province to Planning Authorities

Proposed changes shift the Duty to Consult with Indigenous Communities from the Province to applicable Planning Authorities (which are municipalities, generally).

Shifting the Duty to Consult to Niagara’s municipalities will be significant, particularly since they may lack funding, resources, knowledge, and legal authority to carry out the Duty.

Extended municipal planning horizons

Proposed changes adjust planning horizons that municipalities are required to use.

The long-term planning horizon is extended from 20 years to 25 years. The housing land supply horizon is extended from 10 years to 12 years.

Failed rural private servicing are permitted to connect to existing partial systems

Proposed changes would permit existing lots of record that experience failed private servicing to connect to existing partial municipal systems.

The connection must be logical and financially viable, feasibility, and be absent of negative impacts.

Detailed criteria to evaluate feasibility, and responsibility to determine negative impacts, has not been provided.

New policies for employment and sensitive land uses

Proposed changes adjust rules for employment uses, including major facilities such as industrial and manufacturing uses.

New policies are proposed for sensitive land uses where non-employment uses are planned nearby.

Strengthened policy language on transit-supportive practices

Proposed policies direct municipalities to optimize investments in transit-related infrastructure through planning for greater density and intensification around existing or planned transit facilities.

Further, changes promote the integration of land use planning, growth management, municipal infrastructure, and transit-supportive development around transit facilities.

Alternatives Reviewed

The purpose of this report is to provide a summary of proposed changes to the PPS as well as provide Staff's comments to be submitted prior to October 21, 2019.

Relationship to Council Strategic Priorities

Doing Business Differently

Proposed changes to the PPS will impact the way Niagara Region conducts its core planning function. Proposed policy changes will change how the Region and its Local Area Municipalities conduct consultation and process planning matters.

Other Pertinent Reports

- CWCD 176-2019
- CWCD 215-2019
- CWCD 289-2019
- CWCD 320-2019
- PDS 26-2019
- PDS 28-2019

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Appendices

Appendix 1	Niagara Region's submission: proposed changes to the Provincial Policy Statement (ERO #019-0279)	Pages 7 - 48
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Delivered electronically

Subject: Niagara Region's submission: proposed changes to the Provincial Policy Statement (ERO #019-0279)

Date: October 21, 2019

To: Planning Consultation
Provincial Planning Policy Branch, Ministry of Municipal Affairs and Housing

From: Rino Mostacci, MCIP, RPP
Commissioner of Planning and Development Services, Niagara Region

Thank you for the opportunity to comment on proposed changes to the Provincial Policy Statement (PPS).

Kindly accept this submission in response to Environmental Registry of Ontario (ERO) posting #019-0279 on behalf of the Commissioner of Planning and Development Services of the Regional Municipality of Niagara (the "Region").

The Region's submission contains two parts:

1. This cover letter responding to the five questions on the ERO posting.
2. A table containing policy-specific comments to the draft PPS.

Response to ERO questions

Question 1

Do the proposed policies effectively support goals related to increasing housing supply, creating and maintaining jobs, and red tape reduction while continuing to protect the environment, farmland, and public health and safety?

The Region supports proposed changes that increase the focus on affordable housing options and creates a connection between the PPS and Housing and Homelessness Action Plans.

However, some proposed changes do not achieve the stated objectives to increase housing supply, create and maintain jobs, and reduce red tape.

Addition language is needed for "rental housing"

Proposed changes do not explicitly recognize rental housing. The development of rental housing is critical and policies must promote this directly.

The PPS contains a new term “housing options”, which is generally supported by the Region. However, the definition does not include the term “rental”. In our view, the definition should include “rental” in order to capture the housing options that will be provided.

Similarly, the PPS should have greater emphasis on purpose-built affordable rental housing, which has a high need in Niagara.

A recent analysis of housing supply and demand in Niagara by the Canadian Centre for Economic Analysis (CANCEA) identified more than 8,500 Niagara households need affordable housing (i.e. that costs no more than \$484 per month for total housing costs).

The Region understands the challenges for private entities to provide housing at an affordable cost level. Therefore, it is crucial for the Province to support the development of non-market rental housing through specific PPS policies to this effect.

Clarification is needed on “market-based need”

The Region requests the Province to clarify roles, responsibilities, and expectations associated to the new term “market-based need”.

Draft policies require municipalities to provide housing options and densities to meet projected market-based needs (at s. 1.4.3).

As proposed, the applicable market geography that would be used to determine a market-based need is unclear. In Niagara, there are at least four market geographies that could be used:

1. Settlement area market area.
2. Local municipal market area.
3. Regional market area.
4. Provincial market area.

Further, the Region is concerned about the introduction of a market-based approach that may undermine certain planning initiatives that are intended to transition an area to different market conditions.

For example, currently Niagara is predominantly composed of privately owned single-detached dwellings. In absence of a clearly defined “market-based need”, the term could be misinterpreted to help justify continuation of single-detached dwelling construction as the only housing option supported by the market.

Municipalities are responsible to define areas that may be suitable for higher densities of housing, consistent with policy, regardless of whether or not the current market

supports that housing form. Long-range planning requires an influence in the market to allow for a desirable outcome in the future.

The Region requests the Province to clarify municipal expectations related to implementing a market-based need approach to development. More specifically, how municipalities can ensure that housing supply is balanced between various housing options and ownership (including rental), and to ensure that planning is based on best practice including fiscally responsible and transit-supportive development beyond what is economically viable in the current market.

Some proposed changes will create red tape

Some proposed changes will not have the desired effect of streamlining development application reviews and approvals.

For example, proposed changes to s. 1.2.2 shifts the Duty to Consult with Indigenous Communities from the Province to applicable Planning Authorities.

This is a significant undertaking for Niagara's Planning Authorities, who may lack funding, resources, knowledge, and legal authority to carry out the Duty. The Duty is better left to the Province since they are the direct representatives of the Crown.

Proposed changes will require consultation during any instance where an archaeological resource is identified. This has the potential to cause significant delays to the review and approval of development applications from both a private and municipal perspective.

Additionally, the Region has concerns with proposed changes in s. 1.2.6 "Land Use Compatibility".

The revisions require an applicant to evaluate all alternative sites for development. This would significantly burden the development application review process from both a private and municipal perspective. The applicant would have to identify and evaluate each site, which would then be subsequently reviewed by municipal staff for completeness or if further work is required.

Better policy is needed for "priority applications"

The Region supports the concept set out in proposed s. 4.7 which requires municipalities increase housing supply by streamlining priority applications

However, the operative part of the policy is too broad: "...priority applications which support housing and job-related growth and development...". This phrase covers practically any type of development application.

The policy should be revised to specifically establish that single- and upper-tier municipalities can identify eligibility requirements for an application to be considered a priority. In Niagara's case, this may include filling a municipally-identified market demand, provide for a variety of housing options, and/or be located within a municipally-identified priority area (i.e. Major Transit Station Area).

The best way to have priority applications move faster would be a new delegated authority to the Chief Planning Official (and their delegates).

A municipal Official Plan could be amended to define what would qualify as a *priority development* and what *type of application* would qualify. For example, a below-market rental development could meet the priority development type requirement and a minor variance application under section 45 of the *Planning Act, 1990* could meet the qualifying application type.

In this case, the application would be processed as a priority application and would *not* proceed to the Committee of Adjustment in the normal course of non-priority applications. Instead, through delegated authority, the Chief Planning Official would approve the application if he or she was satisfied that the required tests under section 45 of the *Planning Act, 1990* were satisfied (which is the same tests that would be considered by the Committee of Adjustment for non-priority applications).

Proceeding this way would save weeks or months for priority applications – an applicant would not need to wait for the Committee of Adjustment schedule.

Notice requirements and appeal rights could remain the same. The applicant and interested parties could appeal to the LPAT in the normal course, if it deems appropriate to do so.

The above process could be accomplished by amending the *Planning Act, 1990* concurrently with updating the PPS.

Question 2

Do the proposed policies strike the right balance? Why or why not?

Municipalities are delegated more responsibility and have less time to consult

The proposed changes are imbalanced and favour private applicants. As proposed, Planning Authorities are delegated more responsibilities in the PPS and have less time to make decisions on certain planning matters (when considering the PPS with recent amendments to the *Planning Act, 1990*).

Further, certain new terms and phrases lack definition which increases the likelihood of interpretation beyond the intended purpose. This could result in private applications undermining existing municipal policy designed to protect the public interest.

Concern over greater infrastructure deficit

The Region does not support proposed changes to s. 1.6.6.5, as added language could permit all rural lots to connect to existing partial services.

The Region is concerned that this change has the potential to significantly undermine infrastructure-related financing projections and growth capacity for settlement areas.

Firstly, Development Charges do not collect for water and wastewater in rural areas because they have not been traditionally serviced.

Secondly, Niagara has a vast rural area, and if services are extended, it has the potential to undermine planned capacity for urban area growth.

Further, Staff are concerned with how this will be implemented in a two-tier water and wastewater system.

For example, if a lower-tier municipality determined that it was logically and financially acceptable, to allow, indiscriminately, owners in the rural area to connect to existing partial services with a statement that there are no negative impacts, the policy would be met regardless of any analysis of the upper-tier system. A conflict arises in those cases where the upper-tier system would be negatively impacted.

Concern with current “market” language

As previously mentioned in Question 1, new policies relating to a market-based need may be interpreted to mean reflective of the current market, such as homeownership over rental, or singles over multiple unit buildings.

The Region is concerned that a market-based need approach could undermine long-range planning work intended to influence the market to meet other desired outcomes, like increased densities and the protection of environmental features.

Question 3

How do these policies take into consideration the views of Ontario communities?

Mineral aggregate expansions should have municipal involvement

The Region recommends s. 2.5.2.4 be revised to clarify that municipalities will be included during any application to expand the area of a mineral aggregate operation.

Proposed changes should specify that the municipal land use approvals process must continue to apply for any new or expanding mineral aggregate operations.

Support for the inclusion of references to “climate change”

The Region supports the addition of the term “impacts of a changing climate”.

The Region acknowledges an increase in climate change-related instances across Ontario communities and supports directive to implement best practices that will help municipalities adapt to the impacts of a changing climate.

A “market-based need” may only work in certain municipalities

As proposed, a market-based need approach to offering a variety of housing options will likely only work in municipalities that currently have a diversified housing supply.

As previously mentioned in Question 1, proposed changes fail to specify how a market-based need will be determined and whether it is based on current or transitioning market conditions.

The Province must provide additional direction on the correct implementation of a market-based need to ensure that new development does not solely reflect the existing composition of housing supply within a municipality.

Add a definition for “rural settlements”

The Region suggests a new definition be included for “rural settlements” that is the same as “rural settlements” in the 2019 Growth Plan.

Inclusion of this term would ensure consistency between Provincial Plans and improve clarity to policies that protect urban and rural views, values, and considerations of Ontario’s communities.

Question 4

Are there any other policy changes that are needed to support key priorities for housing, job creation, and streamlining of development approvals?

More changes are needed to speed up the planning process.

The Province should improve its internal review and approval service

The Province must ensure that its internal review and approval services are able to meet the same expectations as municipalities.

Municipalities are required to circulate and consult with a variety of parties depending on the type, scale, and complexity of the planning application. Therefore, the timeliness of the process is largely dependent on the ability for all parties – including provincial ministries and agencies – to complete their review and provide comments back to the municipality within prescribed timelines.

On many occasions, delays have been caused by the Province’s inability to meet service delivery expectations. Given proposed PPS changes, and the recent changes

under Bill 108 to reduce municipal review times, it is incumbent on the Province to improve its response time.

The Region recommends adding a new PPS policies that outlines Provincial responsibility and timelines to meet expectations for streamlined service delivery. The policy should recognize all processes that involve Ministries and its agencies, such as those relating to Environmental Compliance Approvals, archaeology clearances, Records of Site Condition, Niagara Escarpment Permits, and Section 26 Approvals.

Province should strengthen its own staffing compliment

The Region recommends the Province strengthen its own ministry and agency resourcing to improve its ability to achieve service delivery expectations.

Currently, one of the largest complaints received from Niagara's development industry involves the time it takes for developers to receive feedback from the Ministry of Natural Resources and Forestry (MNRF) on information requests submitted to local district offices. This becomes especially problematic for the assessment of species that require field work at specific times-of-year.

For example, bats may require acoustic monitoring that can only occur in the month of June. If an applicant submits an information request to the MNRF in April and does not receive a response until July, the bat monitoring cannot be done until the following year. This can have significant implications on development schedules.

The Region recommends that the Province hire topic-specific experts to assist with various planning matters; for example, those that specialize in Environmental Site Assessment applications.

Question 5

Are there other tools that are needed to help implement the proposed policies?

Update the Land Needs Assessment Methodology

The Region understands that revisions to Land Needs Assessment Methodology is under consideration by the Province to align with the revised 2019 *Growth Plan*. If the market-based need policies remain in the PPS, the Methodology should contain direction on how to account for this.

"Duty to Consult" is problematic and requires more guidance

The Region interprets proposed changes as a significant shift in the roles and responsibilities for Planning Authorities when consulting Indigenous Communities.

As discussed in Question 1, policy changes delegate the Duty to Consult from the Province to Planning Authorities. If this is the intent of the change, the Region requests

the Province provide guidance and other tools to support Planning Authorities with undertaking this responsibility, as well as to ensure consistent practice across Ontario.

Additionally, the Province should provide resources and support to Planning Authorities during the transition period where the Duty to Consult has been delegated and guidance materials are being prepared.

Criteria for determining feasibility of rural service connections

The addition of the term “feasibility” to s. 1.6.6 “Sewage, Water and Stormwater” will require its own set of criteria to determine how it will be considered and measured.

The addition of this term places the onus on upper- and lower-tier municipalities to assess and justify whether municipal services can be connected to rural partial services.

The Region requests the Province to clarify who is responsible to determine the feasibility of this servicing connections, as well as establish the criteria that can be evaluated to determine feasibility.

Update the “Natural Heritage Reference Manual”

The Province should update its “Natural Heritage Reference Manual”, which has not been revised since the 2005 PPS.

The Manual is a critical tool for the implementation of the PPS policies on natural heritage and water resource, in part.

Finalize “Watershed Planning Guidelines”

To assist with implementing policies within s. 2.2 “Water” of the PPS, the Region recommends the Province to finalize its Watershed Planning Guidelines, which have been in draft form since February 2018.

This guideline is an important tool to ensure proper implementation of best practices and to improve timeliness of planning decisions.

Finalize “Client’s Guide to Preliminary Screening for Species at Risk”

The Province should finalize its “Client’s Guide to Preliminary Screening for Species at Risk”, which remains in draft at time of these comments.

This guidance tool will help clarify the relationship on how environment-related matters should be addressed between the PPS and *Endangered Species Act, 2007*.

Finalize “Agricultural Impact Assessment Guidelines”

The Province should finalize its “Agricultural Impact Assessment Guidelines”, which remains in draft at time of these comments.

This guideline will improve the interpretation of policies on matters dealing with competing provincial interests. Particularly, matters relating to adjustments / expansions of settlement areas in s. 1.1.3, or non-agricultural uses in prime agriculture areas in s. 2.3.6.

Modernize the "D-Series" Guidelines

The Province should review and update its D-Series compatibility guidelines to reflect modern technology and practice.

Best practices are continuously evolving and the effect of negative impacts such as odours, noise, lighting, and dust should be considered based on current best practice.

The D-Series guidelines should be modernized to ensure mitigation of negative impacts and reasonable land use separation and transition between uses.

Create "Specialty Crop Area Guidelines"

The definition for "specialty crop area" – which remains unchanged in the draft PPS – mentions that areas are designated using guidelines developed by the Province.

Niagara has a significant portion of land designated as specialty crop area. Presently, there are many instances in Niagara where lands are designated as specialty crop area where, in fact, those lands are unsuitable for any type of agriculture-related use.

The Region requests the Province to create its referenced guideline and review existing specialty crop areas to accurately reflect existing uses through ground-truthed analysis.

Create "Wetland Guidelines"

The Province should create Wetland Guidelines as soon as possible to assist with implementing proposed s. 2.1.10.

These guidelines are required to support natural environment planning currently being undertaken by the Region.

Create "Excess Soil Guidelines"

The Province should create "Excess Soil Guidelines" to provide direction and support implementation of the re-use of excess soil as it relates to new s. 3.2.3.

Consistent use of terminology across Provincial Plans

The Province should ensure that the inclusion of new terms and definitions used in the PPS are amended in other Provincial Plans where the intention is to have the same meaning.

Another area of concern is where certain descriptors are used in one section but not another. For instance, proposed changes to s. 1.7.1 reference a “dynamic market-based need”, which is the only time that the word “dynamic” is used before the word “market”. This phrase adds an interpretation concern that may lead to perverse interpretations of this policy and others that use the word “market” without the word “dynamic”.

Provincial guidelines and tools should be updated every five years

The Province should update its guidance tools every five years to better align with municipal official plan update cycles.

The five year review cycle would offer a consistent timeline to update provincial tools to reflect emerging trends and new best practices.

Municipalities could better rely on these tools for planned updates to its official plan and other policy work if the timing of revised guidelines were transparent.

Conclusion

Additional comments on policy-specific changes to the PPS are provided in the enclosed table.

Please contact myself if you have questions or require additional information.

Respectfully submitted and signed by



Rino Mostacci, MCIP, RPP
Commissioner of Planning and Development Services
Niagara Region

Attachment:

- Comment table: Niagara Region's submission – proposed changes to the Provincial Policy Statement (ERO #019-0279)

Contents

PART I: Preamble	2
PART IV: Vision for Ontario's Land Use Planning System.....	2
PART V: Policies	3
1.0 Building Strong Healthy Communities	3
1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns.....	3
1.1.3 Settlement Areas	4
1.2 Coordination	7
1.2.6 Land Use Compatibility	9
1.3 Employment.....	10
1.3.2 Employment Areas.....	10
1.4 Housing	11
1.6 Infrastructure and Public Service Facilities	12
1.6.6 Sewage, Water and Stormwater	13
1.6.8 Transportation and Infrastructure Corridors	16
1.7 Long-Term Economic Prosperity.....	16
1.8 Energy Conservation, Air Quality and Climate Change	18
2.0 Wise Use and Management of Resources.....	19
2.1 Natural Heritage.....	19
2.2 Water	20
2.3.3 Permitted Uses.....	21
2.3.5 Removal of Land from Prime Agricultural Areas.....	21
2.5 Mineral Aggregate Resources	22
2.5.2 Protection of Long-Term Resource Supply	22
2.6 Cultural Heritage and Archaeology	23
3.0 Protecting Public Health and Safety	24
3.1 Natural Hazards.....	24
3.2 Human-Made Hazards	24
4.0 Implementation and Interpretation	24
6.0 Definitions	25

Proposed revisions to the Provincial Policy Statement

Niagara Region's comments to ERO #019-0279

Attachment 2

PDS 31-2019

October 9, 2019

Page 18

Appendix 1

Niagara Region

Proposed revisions Text = Province removed <u>Text</u> = Province added	Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
PART I: Preamble	
<p>...</p> <p><u>Within the Great Lakes – St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes – St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.</u></p> <p>...</p>	<p>Staff recommend incorporating the key considerations from the Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America directly into Part I: Preamble of the PPS.</p>
PART IV: Vision for Ontario's Land Use Planning System	
<p>...</p> <p>Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They also support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. <u>They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.</u> Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.</p> <p>...</p>	<p>Staff supports the notion that the "impacts of climate change" will vary from region to region. The work of municipalities and planning authorities related to mitigation and adaptation would be greatly supported by strong Provincial direction and policy.</p>

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
PART V: Policies		
1.0 Building Strong Healthy Communities		
1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
1.1.1	<p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate <u>market-based</u> range and mix of residential <u>types</u> (including second<u>single-detached, additional residential</u> units, <u>multi-unit housing</u>, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; e) promoting <u>the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments</u>, and standards to minimize land consumption and servicing costs; 	<p>Staff requests that the term “market-based” be defined with criteria to clarify its meaning. The Province should issue guidelines on this matter.</p> <p>Further, Staff supports the addition of sub-bullet “i)” which includes reference to “regional and local impacts of a changing climate.” This is consistent with the vision of efficient development patterns permit better adaptation and response to the impacts of a changing climate, as mentioned in Part IV of the PPS.</p> <p>However, Staff observe an inconsistency between the terms “adaptation” and “preparing for” referenced in Part IV and s. 1.1.1.i, respectively.</p> <p>The interpretation of “preparing for” is different from “adaptation”. “Adaptation” can be defined as adapting to changes already occurring (e.g. building flood defenses, etc.), while “preparing for” implies readying for something before it has occurred.</p> <p>Proposed language in the policy suggests that climate change is imminent and the impacts have not been felt yet. This is not the case in Ontario. In fact, the government's position in the revised <i>Growth Plan for the Greater Golden Horseshoe, 2019</i> that specifically sets out</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<p>f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing<u>addressing</u> land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and</p> <p>h) promoting development and land use patterns that conserve biodiversity; and consider</p> <p>i) <u>preparing for</u> the <u>regional and local</u> impacts of a changing climate.</p>	<p>that the impacts of climate change are already being felt (at s.1.1.1).</p> <p>Staff recommends the following revision to sub-bullet "i)" to clarify that climate change is happening now and actions are being taken to address the impacts:</p> <p>"i) <u>preparing for adapting to</u> the <u>regional and local</u> impacts of a changing climate", which helps to.</p>
1.1.3 Settlement Areas		
1.1.3.2	<p>Land use patterns within settlement areas shall be based on:</p> <p>a) densities and a mix of land uses which:</p> <p><u>a)</u> 1- efficiently use land and resources;</p> <p><u>b)</u> 2- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p><u>c)</u> 3- minimize negative impacts to air quality and climate change, and promote energy efficiency;</p> <p><u>d)</u> <u>prepare for the impacts of a changing climate;</u></p> <p><u>e)</u> 4- support active transportation;</p> <p><u>f)</u> 5- are transit-supportive, where transit is planned, exists or may be developed; <u>and</u></p> <p><u>g)</u> 6- are freight-supportive; and.</p> <p><u>b)</u> <u>Land use patterns within settlement areas shall also be based on</u> a range of uses and opportunities for intensification and redevelopment in accordance with</p>	<p>For the reasons set out in s. 1.1.1 above, Staff recommends revising the language of sub-bullet "d)" from "prepare" to "adapt" in order to recognize change based on current climatic trends:</p> <p><u>"d) prepare <u>adapt</u> to the impacts of a changing climate;"</u></p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	the criteria in policy 1.1.3.3, where this can be accommodated.	
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall <u>should</u> have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	Staff recommends the Province not implement this revision. This revision creates more permissive policy language and will make it difficult for municipalities to achieve density / intensification targets on an individual application basis, particularly within strategic growth areas.
1.1.3.7	Planning authorities shall <u>should</u> establish and implement phasing policies to ensure: a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.	Staff recommends the Province not implement this revision. The word "shall" is more effective in ensuring that municipalities maintain a responsible long-term approach to accommodate forecasted growth.
1.1.3.8	A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that: a) sufficient opportunities for <u>to accommodate</u> growth <u>and to satisfy market demand</u> are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon; b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life	Staff generally supports these revisions, as it aligns with the recently amended <i>Growth Plan</i> . Staff observes that proposed language in sub-bullet "e)" will assist municipalities with developing criteria to review and process settlement area boundary expansions and adjustments outside of a Municipal Comprehensive Review (MCR) process. However, "complexity" and "scale" are subjective to a site's context and will be difficult to measure consistently.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<p>cycle, and protect public health and safety and the natural environment;</p> <p>c) in prime agricultural areas:</p> <ol style="list-style-type: none"> 1. the lands do not comprise specialty crop areas; 2. alternative locations have been evaluated, and <ol style="list-style-type: none"> i. there are no reasonable alternatives which avoid prime agricultural areas; and ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas; <p>d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and</p> <p>e) <u>impacts</u> from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are <u>avoided, and where avoidance is not possible, impacts are minimized and</u> mitigated to the extent feasible <u>in accordance with provincial guidelines. In undertaking a comprehensive review the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal</u> in determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.</p>	<p>Staff requests clarification on how municipalities are expected to “satisfy market demand”; for example, who is responsible to determine the market demand.</p>
<u>1.1.3.9</u>	<u>Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of settlement area boundaries outside a comprehensive review provided:</u>	Staff requests clarification on whether “no net increase”, as mentioned in sub-bullet “a)” applies to the subject settlement area, the lower- or single-tier municipalities total settlement area, or upper-tier municipalities total

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<ul style="list-style-type: none"> a) <u>there would be no net increase in land within the settlement areas;</u> b) <u>the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality;</u> c) <u>prime agricultural areas are addressed in accordance with 1.1.3.8 (c), (d) and (e); and</u> d) <u>the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands.</u> 	<p>settlement area. This clarification is critical to ensure appropriate interpretation and implementation of the PPS and <i>Growth Plan</i>.</p> <p>Further, Staff requests clarification on whether municipal servicing has to exist outside of the settlement area boundary in order to qualify for an expansion, or planned for within a Master Servicing Plan.</p>
1.2 Coordination		
1.2.1	<p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:</p> <ul style="list-style-type: none"> a) managing and/or promoting growth and development <u>that is integrated with infrastructure planning;</u> b) <u>economic development strategies;</u> c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources; d) infrastructure, electricity generation facilities and transmission and distribution systems, multimodal transportation systems, public service facilities and waste management systems; e) ecosystem, shoreline, watershed, and Great Lakes related issues; f) natural and human-made hazards; g) population, housing and employment projections, based on regional market areas; and 	<p>Staff recommends that the wording, "energy supply" as mentioned in PPS s. 1.6.11, be added to sub-bullet "d)", as shown below:</p> <p>"d) infrastructure, <u>energy supply</u>, electricity generation facilities and transmission and distribution systems, multimodal transportation systems, public service facilities and waste management systems;"</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	h) addressing housing needs in accordance with provincial policy statements such as the Ontario Housing Policy Statement: <u>Service Manager Housing and Homelessness Plans</u> .	
1.2.2	Planning authorities are encouraged to <u>shall engage with Indigenous communities</u> and coordinate <u>on land use</u> planning matters with Aboriginal communities .	<p>Staff disagrees with this proposed change since it is an inappropriate shift of the Duty to Consult with Indigenous Communities from the Province to local municipalities (and other Planning Authorities).</p> <p>Municipalities are creatures of the Province rather than direct representatives of the Crown. Thus, municipalities are third party to the Crown's Duty to Consult and may only be expressly given this authority by the Crown.</p> <p>Should the changes to this policy be implemented, Staff cautions that an engagement program of this type will be a significant undertaking for Niagara's municipalities, who may lack funding, resources, knowledge, and legal authority to meaningfully carry out the Duty.</p> <p>If the Province revises the PPS as proposed, Staff recommend that it prepare a series of guidelines and other tools to support Planning Authorities with undertaking consultation efforts to ensure consistency in practices across Ontario. Additionally, the Province should provide resources and support to municipalities during the transition period where these guidance materials are being prepared.</p>
1.2.4	Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:	Staff recommend consistent alignment and reference to terms used amongst the PPS and other Provincial Plans

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<ul style="list-style-type: none"> a) identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect Provincial Plans where these exist <u>and informed by provincial guidelines</u>; b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes; c) identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; d) where <u>major</u> transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors <u>and stations</u>, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and e) identify and provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries. 	<p>(i.e. Growth Plan, Greenbelt Plan, and Niagara Escarpment Plan).</p> <p>Specifically for PPS s. 1.2.4, the terms "Major Transit Station Area", "Higher Order Transit" and "Planned Corridor" are not used in a consistent manner. As currently proposed, a "major transit corridor" is not defined in any Provincial Plan and is confusing when considering the similar above-referenced terms.</p>
1.2.6 Land Use Compatibility		
<u>1.2.6.2</u>	<u>Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall ensure that the planning and development of sensitive land uses adjacent to existing or planned industrial, manufacturing, or other uses that are particularly vulnerable to encroachment are only permitted if:</u>	<p>Staff requests clarification on the meaning of "particularly vulnerable to encroachment". Additionally, what is meant by the types of "other uses" is unclear.</p> <p>Staff are of the view that sub-bullet "a)" is an unreasonable test to satisfy.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<p>a) <u>alternative locations for the proposed sensitive land uses have been evaluated and there are no reasonable alternative locations; and</u></p> <p>b) <u>potential impacts of these uses are minimized and mitigated in accordance with provincial guidelines, standards and procedures.</u></p>	As proposed, this policy requires an evaluation of all alternative sites for development. This could burden application review processes, inadvertently contradicting the Province's objective to streamline development and eliminate red tape.
1.3 Employment		
1.3.2 Employment Areas		
<u>1.3.2.2</u>	<p><u>At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.</u></p> <p><u>Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.</u></p>	<p>Staff recommends that this policy be revised to be more prescriptive to ensure that employment area designations and their planned functions are aligned. Staff propose the following modification:</p> <p><u>"At the time of the official plan review or update, planning authorities shall should assess employment areas.."</u></p> <p>Staff recognize that not all employment areas are the same. Making the specific distinction that some employment areas are planned for industrial and manufacturing uses is appropriate.</p>
<u>1.3.2.5</u>	<u>Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a Provincial Plan exercise or as regionally-significant by a regional economic development corporation working together with affected upper- and single- tier municipalities and subject to the following:</u>	<p>Staff recommends the Province clarify the term "regional economic development corporation" to improve overall policy interpretation.</p> <p>Further, depending on who this entity is, it may not be appropriate to delegate the authority to designate "regionally significant employment" area(s).</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<p>a) <u>there is an identified need for the conversion and the land is not required for employment purposes over the long term;</u></p> <p>b) <u>the proposed uses would not adversely affect the overall viability of the employment area; and</u></p> <p>c) <u>existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.</u></p>	
1.4 Housing		
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing types<u>options</u> and densities to meet projected requirements<u>market-based needs</u> of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households <u>and which aligns with applicable housing and homelessness plans</u>. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all forms of housing <u>options</u> required to meet the social, health, <u>economic</u> and well-being requirements of current and future residents, including special needs requirements <u>and needs arising from demographic changes and employment opportunities</u>; and 2. all form<u>types</u> of residential intensification, including second<u>additional residential</u> units, 	<p>Staff requests the Province to clarify roles, responsibilities, and expectations associated to the newly introduced term "market-based".</p> <p>Further, Staff:</p> <ul style="list-style-type: none"> • requests the Province to establish a guidance document on how the market-based approach is intended to be implemented, and providing direction to municipalities in relation to managing the approach. • cautions that shifting to a market-based approach may undermine certain planning initiatives which have the purpose of transitioning areas to improve market conditions in the future. • cautions that some municipalities may struggle to meet other Provincial policies if their existing housing supply base is pre-dominantly one housing type. • requests the Province to revise its Land Needs Assessment Methodology to reflect proposed elements, including "market-based" approach, and

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions		Niagara's comments
Text = Province removed <u>Text</u> = Province added		Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<p>and redevelopment in accordance with policy 1.1.3.3;</p> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>e) <u>requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</u></p> <p>f) e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>	<p>adjusted horizons for calculating vacant residential land supply.</p> <ul style="list-style-type: none"> requests clarification on whether the municipality or private applicant is responsible to undertake a market study to determine "market-based need". Further, the geography used to determine a "market-based need" itself should be specified as to whether this relates to the single, upper- or lower-tier market, or other geography.
1.6 Infrastructure and Public Service Facilities		
1.6.1	<p>Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, <u>an</u> efficient and cost-effective manner that considers <u>prepares for the</u> impacts from of a changing climate change while accommodating projected needs.</p> <p>Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service</p>	<p>For the reasons previously described relating to climate change, Staff recommends that the first half of s. 1.6.1 be revised as follows:</p> <p>'Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, <u>an</u> efficient and cost-effective manner that considers <u>prepares for is adaptive to the</u> impacts from of a changing climate change while accommodating projected needs. ..."</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	facilities shall be coordinated and integrated with land use planning <u>and growth management</u> so that they are: <ol style="list-style-type: none"> financially viable over their life cycle, which may be demonstrated through asset management planning; and available to meet current and projected needs. 	
1.6.6 Sewage, Water and Stormwater		
1.6.6.1	Planning for sewage and water services shall: <ol style="list-style-type: none"> direct and accommodate expected<u>forecasted</u> growth or development in a manner that promotes the efficient use and optimization of existing: <ol style="list-style-type: none"> municipal sewage services and municipal water services; and private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available <u>or feasible</u>; ensure that these systems are provided in a manner that: <ol style="list-style-type: none"> can be sustained by the water resources upon which such services rely; <u>prepares for the impacts of a changing climate</u>; is feasible, <u>and</u> financially viable and complies with all regulatory requirements<u>over their lifecycle</u>; and protects human health <u>and safety</u>, and the natural environment; promote water conservation and water use efficiency; integrate servicing and land use considerations at all stages of the planning process; and 	<p>Staff supports the addition of references to “climate change” in s. 1.6.6.1. Staff recognize the impacts of climate change already exists, thus the addition of climate change in this section is well intentioned.</p> <p>Separate to climate change, Staff notes the term “feasible” adds a new dimension to the consideration of municipal service extensions and the use of communal and partial services. Specifically, the addition of the term “feasible” places the onus on upper- and lower-tier municipalities to assess and justify whether municipal services can be extended and/or connected.</p> <p>This is an onerous addition that lacks clarity in application. Staff requests the Province to establish assessment criteria to determine how “feasibility” will be considered and measured.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. <u>For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.</u>	
1.6.6.3	Where municipal sewage services and municipal water services are not provided <u>available</u> , municipalities may allow the use of <u>planned or feasible</u> private communal sewage services and private communal water services <u>are the preferred form of servicing for multi- unit/lot development to support protection of the environment and minimize potential risks to human health and safety.</u>	Consistent with the above comment, Staff are concerned with the term "feasible" and request assessment criteria.
1.6.6.4	Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not provided <u>available, planned or feasible</u> , individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, these <u>individual on-site sewage services and individual on-site water</u> services may only be used for infilling and minor rounding out of existing development. <u>At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an</u>	Consistent with the above comment, Staff are concerned with the term "feasible" and request assessment criteria. Also, Staff are concerned with implementing this new section. Staff requests: <ul style="list-style-type: none"> • clarification as to whether municipalities are expected to complete an assessment of all individual on-site sewage systems and on-site water systems. • clarification on measuring and determining the impact on the environmental health without groundwater sampling and analyses.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	<u>upper-tier municipality, the upper-tier municipality should work with lower- tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on- site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.</u>	<ul style="list-style-type: none"> clarification on the assessment to determine adverse or negative environmental health impacts found in a rural area.
1.6.6.5	<p>Partial services shall only be permitted in the following circumstances:</p> <ol style="list-style-type: none"> where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts. <p><u>Where partial services have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in rural areas in municipalities may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In accordance with subsection (a), the extension of partial services into rural areas is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.</u></p>	<p>Staff notes this new policy would allow all rural lots to connect to existing partial services, which could significantly undermine infrastructure-related financing projections and growth capacity for settlement areas.</p> <p>The Region has several concerns. One is the effect on finances. For instance, Development Charges do not collect for water and wastewater in rural areas because they have not been traditionally serviced. Second, because of the significant rural area in Niagara, if services are extended, it has the potential to undermine planned capacity for urban area growth.</p> <p>Further, Staff are concerned with how this will be implemented in a two-tier water and wastewater system.</p> <p>For example, if a lower-tier municipality determined that it was logically and financially acceptable, to allow, indiscriminately, owners in the rural area to connect to existing partial services with a statement that there are no negative impacts, the policy would be met regardless of any analysis of the upper-tier system.</p> <p>Staff are concerned that this policy allows established lots of record to connect to existing partial services even if it is</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
		unable to be determined why the partial service exists (i.e. to address failed on-site water and sewage system or not).
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) <u>be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</u> b) a) minimize, or, where possible, prevent increases in contaminant loads; c) b) minimize <u>erosion and</u> changes in water balance, and erosion <u>prepare for the impacts of a changing climate through the effective management of stormwater;</u> d) e) not increase <u>mitigate</u> risks to human health and safety and, property damage <u>and the environment;</u> e) d) maximize the extent and function of vegetative and pervious surfaces; and f) e) promote stormwater management best practices, including stormwater attenuation and re-use, <u>water conservation and efficiency,</u> and low impact development. 	<p>Staff observes redundant text in sub-bullet "c)" and suggests the following revision:</p> <p>"c) minimize <u>erosion and</u> changes in water balance, and <u>prepare for the impacts of a changing climate through effective management of stormwater.</u>"</p>
1.6.8 Transportation and Infrastructure Corridors		
<u>1.6.8.5</u>	<u>The co-location of linear infrastructure should be promoted, where appropriate.</u>	Staff supports this proposed policy, as the co-location of infrastructure will assist with minimizing negative impacts to adjacent and nearby parcels.
1.7 Long-Term Economic Prosperity		
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> a) <u>promoting</u> opportunities for economic development and community investment-readiness; 	Staff recommends the term "dynamic" be removed from sub-bullet "b)", as this is not defined or used in any other instance:

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added	Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
<p>b) <u>encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</u></p> <p>c) b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;</p> <p>d) e) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;</p> <p>e) d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</p> <p>f) e) promoting the redevelopment of brownfield sites;</p> <p>g) f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</p> <p>h) g) providing opportunities for sustainable tourism development;</p> <p>i) h) <u>sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use</u> conflicts, providing opportunities to support local food, and promoting <u>maintaining and improving</u> the sustainability of agri-food network and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;</p> <p>j) i) promoting energy conservation and providing opportunities for development of renewable <u>increased</u></p>	<p><u>"b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;"</u></p> <p>As noted earlier, terms used in the PPS should be consistent with all other Provincial Plans.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	energy supply systems and alternative energy systems, including district energy; k) j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and l) k) encouraging efficient and coordinated communications and telecommunications infrastructure.	
1.8 Energy Conservation, Air Quality and Climate Change		
	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and <u>preparing for impacts of a changing</u> change adaptation through land use and development patterns which: <ul style="list-style-type: none"> a) promote compact form and a structure of nodes and corridors; b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future; d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities; e) <u>encourage transit-supportive development and intensification to</u> improve the mix of employment and 	Staff do not support proposed revision to replace "climate change adaptation" by "preparing for impacts of a changing climate" for the following reasons: <ul style="list-style-type: none"> • This change implies climate change has not yet occurred, as we are now 'preparing for' as oppose to 'adapting to' climate change. Existing PPS language is more consistent with the <i>Growth Plan</i>, which states under s. 4.2.10.1 "upper/single tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas (GHG) emissions and address climate change adaptation goals". • Climate change is a recently referenced topic within provincial policy, as introduced within the PPS 2014 and the 2017-coordinated Provincial Plan review. Already, there is a lot of terminology associated to "climate change" (i.e. "adaptation", "mitigation", "resilience") and now, "preparing for". Replacing "climate change adaptation" with "preparing for the impacts of a changing climate" adds more language to an already complex topic and is not consistent with the

Proposed revisions Text = Province removed <u>Text</u> = Province added		Niagara's comments Text = Province removed <u>Text</u> = Province added Text = Niagara removed <u>Text</u> = Niagara added
	housing uses to shorten commute journeys and decrease transportation congestion; f) promote design and orientation which: maximizes energy efficiency and conservation, and considers the mitigating <u>effects</u> of vegetation; and 1. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and g) maximize vegetation within settlement areas, where feasible.	climate change language presented in other provincial documents. Staff recommends reference to "adapting to the impacts of a changing climate" to create better conformity across the Provincial Plans. Further, Staff recommend including language to recognize agriculture. Staff suggest including a new sub-bullet "h)" that reads as: <u>"h) protect the agricultural land base."</u>
2.0 Wise Use and Management of Resources		
2.1 Natural Heritage		
<u>2.1.10</u>	<u>Municipalities may choose to manage wetlands not subject to policy 2.1.4 and 2.1.5, in accordance with guidelines developed by the Province.</u>	Staff supports clarification related to wetlands that are not subject to s. 2.1.4 and s. 2.1.5, as this topic has historically been difficult to interpret. Staff recommends that the "guidelines developed by the province" be done as soon as possible. Staff emphasize that these guidelines will be required to support the natural environment planning that is currently being completed by many municipalities as part of ongoing MCR. Similarly, Staff notes that there has been ongoing discussions over the past several years regarding updates to the 'Natural Heritage Reference Manual' which was last updated for the 2005 PPS. This is one of the most important tools for the implementation of the natural heritage and, to some extent, the Water Resource policies to the PPS. Staff recommend that the Province commit to a work plan to update this document.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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2.2 Water		
2.2.1	<p>Planning authorities shall protect, improve or restore the quality and quantity of water by:</p> <ul style="list-style-type: none"> a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development; b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts; <u>c) evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;</u> <u>d)</u> e) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed; <u>e)</u> d) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas; <u>f)</u> e) implementing necessary restrictions on development and site alteration to: <ul style="list-style-type: none"> a. protect all municipal drinking water supplies and designated vulnerable areas; and b. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions; 	<p>Staff supports the inclusion of additional direction related to climate change and watershed planning.</p> <p>In 2018, the Province released Draft Guidelines for Watershed Planning as a result of additional requirements for watershed planning in the Provincial Plans. To date, those guidelines have not yet been finalized.</p> <p>Given the importance of this issue, Staff recommends that the Draft Guidelines be updated as soon as possible to reflect changes to the PPS and Provincial Plans.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	<p><u>g)</u> f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;</p> <p><u>h)</u> g) ensuring consideration of environmental lake capacity, where applicable; and</p> <p><u>i)</u> h) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.</p>	
2.3.3 Permitted Uses		
2.3.3.3	New land uses, <u>in prime agricultural areas</u> , including the creation of lots, and new or expanding livestock facilities shall comply with the minimum distance separation formulae.	Staff requests for a similar policy to this one be included in the <i>Growth Plan's</i> "Rural Area" policy section. More specifically, within s. 2.2.9.7 which relates to rural settlement minor rounding out.
2.3.5 Removal of Land from Prime Agricultural Areas		
2.3.5.1	Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.	<p>Staff recommends that a reference to proposed s. 1.1.3.9 of the PPS be added to this policy to improve overall interpretation and readability.</p> <p>Currently, s. 1.1.3.8 of the PPS speaks to instances during a MCR, whereas newly proposed s. 1.1.3.9 speaks to instances outside of a MCR. As proposed, s. 1.1.3.9 reads as, "Notwithstanding policy 1.1.3.8..."</p> <p>Therefore, PPS s. 2.3.5.1 requires clarification to recognize both applicable policies.</p>

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2.5 Mineral Aggregate Resources		
2.5.2 Protection of Long-Term Resource Supply		
2.5.2.2	<p>Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.</p> <p><u>Outside of the Greenbelt Area, extraction may be considered in the natural heritage features listed in section 2.1.5, 2.1.6 and 2.1.7, provided that the long-term rehabilitation can demonstrate no negative impacts on the natural features or their ecological functions.</u></p>	<p>Should this proposed change be accepted, Staff recommends the Province undertake an immediate amendment to the <i>Growth Plan</i>.</p> <p>As proposed, this change would create a conflict with s. 4.2.8.2 of the <i>Growth Plan</i> which prohibits new aggregate operations within several natural heritage features.</p> <p>Further, Staff recommends that a new sub-bullet clause be added to the PPS's "negative impacts" definition in regard to this policy and the term "long-term rehabilitation."</p>
2.5.2.4	<p>Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing mineral aggregate operations shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the <i>Planning Act</i>. <u>Where the Aggregate Resources Act applies, processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations or their expansions.</u> When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.</p>	<p>The intent of this proposed change should be clarified.</p> <p>Staff interpret this to mean that the depth of a mineral aggregate operation (whether new or expanded) is under the <i>Aggregate Resources Act, 1990</i> process and outside of the scope of the municipal land use process.</p> <p>However, Staff are concerned if this change is intended to mean that any "horizontal" expansion of a mineral aggregate operation is outside of the scope of the municipal land use process.</p> <p>Staff strongly recommend that the municipal land use approvals process continue to apply to new mineral aggregate operations, or for any "horizontal" expansions of an existing mineral aggregate operation.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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		Staff propose that added language to s. 2.5.2.4 be revised as follows, "Where <u>mineral aggregate operations</u> the Aggregate Resources Act applies, processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations or their expansions. <u>Municipalities shall remain involved in any application to extend a mineral aggregate operation beyond the existing licensed area.</u> "
2.6 Cultural Heritage and Archaeology		
2.6.5	Planning authorities shall <u>engage with Indigenous communities and</u> consider the <u>their</u> interests of Aboriginal communities in conserving <u>when identifying, protecting and managing</u> cultural heritage and archaeological resources.	Similar to comments to s. 1.2.2, Staff request clarification on consultation requirements. Staff note that the identification of archaeological resources through a development application could be considered as "identifying, protecting and managing cultural heritage and archaeological resources". This would mean that Indigenous Communities would have to be engaged in each of these instances, potentially delaying the review and approval of development applications. As proposed, changes to this policy conflict with the Province's objective to streamline development review and approval processes.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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3.0 Protecting Public Health and Safety		
Preamble	(Note: policies in this section related to natural hazards are subject to ongoing review by the Province's Special Advisor on flooding. Further changes may be considered as a result of this review)	Niagara requests the opportunity to comment on any further changes proposed as a result of the Special Advisor's recommendations.
3.1 Natural Hazards		
3.1.3	Planning authorities shall consider <u>prepare for</u> the potential impacts of <u>a changing</u> climate change that may increase the risk associated with natural hazards.	Staff requests clarification on whether it is the responsibility of single and upper-tier municipalities to ensuring floodplain mapping addresses preparation for the impacts of a changing climate.
3.2 Human-Made Hazards		
<u>3.2.3</u>	<u>Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.</u>	Staff supports the inclusion of additional direction related to the re-use of excess soil, and recommend the Province to finalize guidelines and other tools required for the implementation of this policy.
4.0 Implementation and Interpretation		
<u>4.7</u>	<u>Planning authorities shall take action to support increased housing supply and facilitate a timely and streamlined process for local development by:</u> a) <u>identifying and fast-tracking priority applications which support housing and job-related growth and development; and</u> b) <u>reducing the time needed to process residential and priority applications to the extent practical.</u>	Staff requests the Province to either remove or define the term "priority applications". The definition could include priority residential applications that fill a market demand and provide housing options, or identify areas where priority applications may occur (i.e. Major Transit Station Areas). Should the term "priority applications" be retained without definition, Staff cautions that this policy could become

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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		<p>problematic and complex in a politically-sensitive environment.</p> <p>Regional processes are regularly reviewed to improve timeliness. Further, prescribed planning matter timelines have also been shortened by enacted amendments to the <i>Planning Act, 1990</i> through Bill 108. Given the current planning review structure after Bill 108, the Region is having difficulty conceptualizing the mechanism to fast-track applications that are deemed priority.</p> <p>Staff recommends simplifying the policy as follows:</p> <p><u>"Planning authorities shall take action to support increased housing supply and facilitate a timely and streamlined process for local development, by:</u></p> <p style="margin-left: 40px;">a) identifying and fast-tracking priority applications which support housing and job-related growth and development; and</p> <p style="margin-left: 40px;">b) reducing the time needed to process residential and priority applications to the extent practical."</p>
4.159	Municipalities are encouraged to establish performance indicators to monitor <u>and report on</u> the implementation of the policies in their official plans, <u>in accordance with any reporting requirements, data standards and any other guidelines that may be issued by the Minister.</u>	Staff requests to be notified and consulted in future initiatives undertaken by the Province when developing reporting requirements, data standards, and any other guidelines.
6.0 Definitions		
<u>Agricultural System</u>	<u>A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:</u>	Staff supports this change, as the definition aligns with the <i>Growth Plan</i> and <i>Greenbelt Plan</i> .

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	a) <u>an agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; and</u> b) <u>an agri-food network which includes infrastructure, services, and assets important to the viability of the agri- food sector.</u>	
<u>Agri-food network</u>	<u>Within the Agricultural System, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.</u>	Staff supports this change, as the definition aligns with the <i>Growth Plan</i> and <i>Greenbelt Plan</i> .
Areas of archaeological potential	Means areas with the likelihood to contain archaeological resources. Methods <u>Criteria</u> to identify archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. The Ontario Heritage Act requires archaeological potential to be confirmed <u>by a licensed archaeologist</u> through archaeological <u>assessment and/or</u> fieldwork.	Staff recommends the following revision: "... The Ontario Heritage Act requires archaeological potential to be confirmed <u>by a licensed archaeologist</u> through archaeological <u>assessment</u> . <u>Archaeological Master Plan, and/or</u> fieldwork."
Built heritage resource	Means a building, structure, monument, installation or any manufactured <u>or constructed part or</u> remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal <u>Indigenous</u> community. <u>Most</u> built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or <u>has been</u> included on local, provincial, <u>federal</u> and/or federal <u>international</u> registers.	Staff recommends the <i>Growth Plan</i> 's "built heritage resource" definition be amended to reflect this change.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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Comprehensive review	Means a) for the purposes of policies 1.1.3.8, <u>1.1.3.9</u> and 1.3.2.2, an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which ...	Staff requests consistent use and reference to the term "Municipal Comprehensive Review" within all Provincial Plans.
Conserved	Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act . This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment <u>that has been approved or adopted by the planning authority or decision-maker</u> . Mitigative measures and/or alternative development approaches can be included in these plans and assessments.	Staff recommends the <i>Growth Plan's</i> "conserved" definition also be amended to reflect this change.
Cultural heritage landscape	Means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an A <u>Indigenous</u> community. The area may involve <u>include</u> features such as <u>buildings</u> , structures, spaces, <u>views</u> , archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated <u>Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest</u> under the Ontario Heritage Act villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage	Staff recommends the <i>Growth Plan's</i> "cultural heritage landscape" definition also be amended to reflect this change.

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	significance; and areas recognized by, or have been included on federal and/or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site); registers, or protected through official plan, zoning by-law, or other land use planning mechanisms.;	
Habitat	<p>Of endangered species and threatened species: means <u>habitat within the meaning of Section 2 of the Endangered Species Act, 2007</u></p> <p>a) with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) is in force, the area prescribed by that regulation as the habitat of the species; or</p> <p>b) with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and</p> <p>c) places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.</p>	<p>Staff requests the Province to finalize guidance on how to comply with the new <i>Endangered Species Act, 2007</i>.</p> <p>Staff notes that the Ministry of Environment, Conservation and Parks, Species at Risk Branch, has drafted a "Client's Guide to Preliminary Screening for Species at Risk" (Draft, May 2019) which remains in draft at time of these comments.</p>
<u>Housing options</u>	<u>Means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi- residential buildings and uses such as, but not limited to life lease housing, co- ownership housing, co-operative housing, community land trusts, affordable housing.</u>	<p>Staff recommends that "rental" housing be explicitly mentioned in this definition in order to reflect market-demand and housing options.</p> <p>Additionally, Staff requests clarification as to whether "additional residential units" still includes "second units" and "garden suites". If not, Staff requests that these terms</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	<u>housing for people with special needs, and housing related to employment, institutional or educational uses.</u>	be added to align with terms used in the <i>Planning Act, 1990</i> .
<u>Impacts of a changing climate</u>	<u>means the potential for present and future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.</u>	<p>Staff supports the inclusion of a climate change definition, although it is too simplistic in its current form since it is attempting to define two large topics, "climate change" and the impacts of a "changing climate".</p> <p>As proposed, this definition does not address:</p> <ul style="list-style-type: none"> the global responsibility of climate change; the recognition that human activity is largely responsible for climate change; and natural disasters and rising temperatures as part of resulting changes. <p>Staff recommends adding two separate definitions - one defining climate change and one defining the impacts associated with that change.</p> <p>Staff proposes the following new definition for Climate Change consistent with the accepted international standard set out by the UN Framework on Climate Change:</p> <p><u>"Climate change: a change in climate that alters the composition of the global atmosphere and natural climate variability observed over time due directly or indirectly by human activity"</u></p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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		<p>And the Region suggests revising the existing definition to one that refers to the impacts of climate change, as follows:</p> <p><u>"Impacts of a changing climate: means potential for the present and future consequences and opportunities from changes in climate weather patterns at local and regional levels including extreme weather events, rising temperatures, natural disasters, and climate variability."</u></p>
Negative impacts	<p>Means</p> <ul style="list-style-type: none"> a) in regard to policy 1.6.6.4 and 1.6.6.5, <u>potential risks to human health and safety and</u> degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards; b) in regard to policy 2.2, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities; c) in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which 	<p>Staff recommends that the definition for "negative impact" be revised to include the "long-term rehabilitation" of mineral aggregate resource extraction areas, as mentioned in PPS s. 2.5.2.2.</p>

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	an area is identified due to single, multiple or successive development or site alteration activities.	
On-farm diversified uses	Means uses that are secondary to the principal agricultural use of the property, and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agri- tourism uses, and uses that produce value-added agricultural products. <u>Ground-mounted solar facilities are permitted in prime agricultural areas and specialty crop areas only as on-farm diversified uses.</u>	Staff note that if this term is included within the "on-farm diversified uses" definition, the use may be counted towards the 2% of all permitted on-farm diversified uses, as per Provincial Publication #851.
Planned corridors	Means corridors or future corridors which are required to meet projected needs, and are identified through Provincial Plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation, <u>Metrolinx</u> , Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province.	Staff recommends the <i>Growth Plan's</i> "planned corridor" definition also be amended to reflect this change.
Public service facilities	Means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, <u>long-term care services</u> , and cultural services. Public service facilities do not include infrastructure.	Staff recommends the <i>Growth Plan's</i> "public service facility" definition also be amended to reflect this change.
Threatened species	Means a species that is listed or categorized <u>classified</u> as a "Threatened Species" on the Ontario Ministry of Natural	Staff requests the Province to finalize guidance on how to comply with the new <i>Endangered Species Act, 2007</i> .

Proposed revisions to the Provincial Policy Statement
Niagara Region's comments to ERO #019-0279
Attachment 2

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	Resources' official Species at Risk <u>in Ontario</u> List, as updated and amended from time to time.	Staff notes that the Ministry of Environment, Conservation and Parks, Species at Risk Branch, has drafted a "Client's Guide to Preliminary Screening for Species at Risk" (Draft, May 2019) which remains in draft at time of these comments.
Transit-supportive	In regard to land use patterns, means development that makes transit viable, <u>optimizes investments in transit infrastructure</u> , and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, <u>including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system</u> . Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.	Staff recommend that the <i>Growth Plan's</i> "transit-supportive" definition also be amended to reflect this change.

Subject: Response to the Town of Grimsby Council's Resolution Regarding Regional Official Plan Amendment 13 (ROPA 13)

Report to: Planning and Economic Development Committee

Report date: Wednesday, October 9, 2019

Recommendations

1. That Regional Official Plan Amendment 13 – Transportation Policies **BE ADOPTED** under Section 26 of the *Planning Act*.

Key Facts

- The purpose of this report is to seek the adoption of Regional Official Plan Amendment 13 (ROPA 13) pursuant to Regional Council's deferral of June 20, 2019.
- This Amendment is required to implement the goals, vision, and recommendations of the Niagara Region Transportation Master Plan (TMP), which was approved by Regional Council on July 20, 2017, and to ensure conformity with the new Provincial Growth Plan.
- The motion to adopt Regional Official Plan Amendment No. 13 (ROPA 13) was approved by the Planning and Economic Development Committee on June 12, 2019, and was subsequently brought forward for final consideration at the following Regional Council meeting on June 20, 2019.
- Regional Council deferred the decision of this motion in order for Regional staff to respond to a resolution from the Town of Grimsby regarding the relationship of ROPA 13 to the Livingston Avenue Extension Municipal Class Environmental Assessment (EA).
- Niagara Region Planning and Development Services and Public Works Departments met with the Town's Mayor and Chair of the Planning and Development Committee as well as the Regional Councillor. As a result, staff prepared a response to this resolution, which was presented to Grimsby Council on September 16, 2019.
- Policy 9.H.2 of ROPA 13 has been revised to address concerns by the Town Council, clarifying the Municipal Class Environmental Assessment process and alignment of the policy to the Greenbelt Plan.

Financial Considerations

There are no direct financial implications arising from this report as the cost to process the Amendment was included in the Planning and Development Services Department's Council approved 2019 Operating Budget.

Background

The recommended policies and mapping of ROPA 13 were brought forward for consideration at the Planning and Economic Development Committee (PEDC) meeting on June 12, 2019, with the recommendation that the Amendment be adopted under Section 26 of the *Planning Act*, 1990. This motion was approved by the PEDC for final consideration at the next Regional Council meeting on June 20, 2019. A copy of the recommendation report has been attached as Appendix I.

Prior to the Regional Council meeting, however, the Town of Grimsby passed a resolution at its meeting on June 17, 2019, requesting that the proposed Amendment be deferred until revisions were made to both the proposed Amendment and the Niagara Region Transportation Master Plan that acknowledged Town Council's concerns with the Livingston Avenue Extension Municipal Class EA. In order to address the Town's concerns and allow staff to prepare an appropriate response to the resolution, Regional Council agreed to defer adoption of ROPA 13 for a minimum two (2) month period.

In response, Planning and Development Services and Public Works staff prepared a coordinated response to clarify the history of Livingston Avenue Extension, the need for the Municipal Class EA, and the policy and legislation that directs ROPA 13 and the five-year review of the Transportation Master Plan, and the relationship between these three (3) projects. Specifically, the response clarifies that ROPA 13 is independent of the Municipal Class EA process and has no bearing on the results of the Environmental Assessment. This information was presented to Town Council on September 16, 2019, with staff available to answer any comments and questions. A copy of the narrated slide deck is available on the Region's website:
<https://www.niagararegion.ca/projects/livingston-ea/default.aspx>.

The comment matrix (Appendix III) has been revised to include Town Council's comments, and save for the modification below, the recommended policies and mapping of ROPA 13 (Appendix II) have remained unchanged. Regional staff, therefore, have attached the original copy of the recommendation report as Appendix I, and continue to recommend the adoption of ROPA 13 by Regional Council.

Modification to Policy 9.H.2

Sub-bullets a) and b), as outlined below, have been added to Policy 9.H.2 of the proposed Amendment in order to clarify alignment with the policies of the Greenbelt Plan and the role of the Municipal Class Environmental Assessment process. This policy now states:

“The Niagara Region and its local municipalities will ensure the protection of lands adjacent to or near major goods movement facilities and corridors, including those outside of settlement areas and/or within the Greenbelt Area for the expansion of infrastructure and uses ancillary to that of the principle major goods movement facility and/or corridor use while:

- a) requiring a Municipal Class Environmental Assessment to demonstrate the need and alternative options for the infrastructure required for the expansion;*
- b) avoiding specialty crop areas, and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative for the location of the infrastructure as determined through the applicable Municipal Class Environment Assessment;*
- c) avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts to the agricultural system or other sensitive land uses vulnerable to encroachment;*
- d) requiring an agricultural impact assessment during instances where infrastructure or uses are proposed within, adjacent to, or near the Greenbelt Area or agricultural system; and*
- e) considering subject lands for designation as provincially significant employment zones.”*

Relationship to Council Strategic Priorities

The policies and mapping of ROPA 13 (Appendix II) support Council’s Strategic Priorities for “Responsible Growth and Infrastructure Planning”, specifically, Objectives 3.1 Advancing Regional Transit and GO Rail Services and Objective 3.4 Facilitating the Movement of People and Goods.

Other Pertinent Reports

- **PDS 2-2017**, Project Initiation Report, Regional Official Plan Amendment 13 (ROPA 13) -- Transportation Policies, February 22, 2017
- **PDS 50-2017**, Public Meeting Information Report, Regional Official Plan Amendment 13 (ROPA 13) --- Transportation Policies, November 29, 2017

- **PDS 27-2018**, Statutory Public Meeting for Regional Official Plan Amendment No. 13, June 6, 2018

Prepared by:

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Recommended by:

Rino Mostacci, MCIP, RPP
Commissioner
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Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with Alexander Morrison, Planner, Long Range Planning, and reviewed by Doug Giles, MCIP, RPP, Director of Community and Long Range Planning.

Appendices

- Appendix I Recommendation Report for Regional Official Plan Amendment 13 (PDS 23-2019)
- Appendix II Draft Regional Official Plan Amendment 13
- Appendix III Agency and Public Comments Received
- Appendix IV Agency Comment Response Matrix

APPENDIX I

RECOMMENDATION REPORT FOR REGIONAL OFFICIAL PLAN AMENDMENT 13

Subject: Recommendation Report for Regional Official Plan Amendment (ROPA) 13 – Transportation Policies

Report to: Planning and Economic Development Committee

Report date: Wednesday, June 12, 2019

Recommendations

1. That Regional Official Plan Amendment 13 – Transportation Policies **BE ADOPTED** under Section 26 of the *Planning Act*.

Key Facts

- This Amendment is required to implement the goals, vision, and recommendations of the Niagara Region Transportation Master Plan (TMP), which was approved by Regional Council on July 20, 2017, and to ensure conformity with the new Provincial Growth Plan.
- A clear and focused set of transportation policies in the Regional Official Plan is necessary to support prosperity and growth in the Niagara Region.
- This Amendment will repeal the existing policies of the Regional Official Plan and replace them with a new set of transportation policies.
- Changes to the Amendment were made in response to the comments received from stakeholders and public agencies, including Regional Active Transportation Advocates, several local municipalities, the Ministry of Municipal Affairs and Housing, the Niagara Parks Commission, and the Niagara Escarpment Commission.
- The Minister for the Ministry of Municipal Affairs and Housing is the approval authority for ROPA 13.

Financial Considerations

There are no direct financial implications arising from this report as the cost to process the Amendment was included in the Planning and Development Services Department's Council approved 2019 Operating Budget.

Analysis

Background

In 2015, the "Niagara 2041" initiative launched a series of studies in order to guide population and employment growth to a 2041 planning horizon, and to mitigate the

resulting impact on Regional infrastructure. Specifically, the Region began development of a Transportation Master Plan to define policies, programs, and infrastructure improvements needed to address the Region's transportation requirements, and the undertaking of a Municipal Comprehensive Review to assess the Region's population, housing and employment growth trends in order to inform the policies of the new Regional Official Plan.

The Transportation Master Plan (TMP) received Regional Council approval on July 20, 2017. Its policies emphasize the need to integrate and co-ordinate transportation planning, land use planning, and urban design as part of its implementation. Accordingly, the Region has undertaken the proposed Regional Official Plan Amendment to ensure the recommendations identified in the TMP are properly implemented.

Proposed Regional Official Plan Amendment 13 (ROPA 13) addresses the following key areas:

- Co-ordinated Transportation System Planning;
- Public Transit;
- Active Transportation;
- Complete Streets;
- Transportation Demand Management;
- Regional Road System; and
- Goods Movement.

The draft policies of ROPA 13, which are outlined in Appendix I, will replace the existing policies within Chapter 9 of the Regional Official Plan. These new policies will align with the direction of the TMP, and conform to the new 2019 Provincial Growth Plan for the Greater Golden Horseshoe, which was brought into effect on May 16, 2019. The Amendment further includes additional schedules, updated definitions, and minor adjustments to other sections of the Regional Official Plan to allow for the needed integration between transportation planning, land use planning, and urban design.

If approved, ROPA 13 will equip Niagara Region with current and sound transportation policies to ensure best practices are utilized across the Region in alignment with the ongoing comprehensive review for the new Regional Official Plan.

It is warranted that the existing transportation policies of the Regional Official Plan are revised to align with the TMP to ensure that the direction and recommendations identified in the study are properly implemented. The new Regional Official Plan and its background studies are just commencing, and as such, it is appropriate for the proposed Amendment to the Regional Official Plan to be brought forward at this time.

Public and Stakeholder Consultation

An extensive consultation and engagement strategy was employed as part of the development of the TMP in order to obtain input on relevant transportation issues, constraints, and opportunities. Specifically, the consultation process involved two (2) online surveys, over a dozen public information centres, multiple meetings with stakeholder advisory groups and local area municipalities, and additional meetings with transportation agencies and other stakeholders, including First Nations and Métis representatives.

Following the approval of the TMP, the draft policies and mapping of ROPA 13 were circulated for comment to local municipalities, prescribed agencies, and key stakeholders. In order to answer questions and receive feedback on the draft Amendment from the public, a copy of the Amendment was made available on the Region's website and an Open House was held on November 8, 2017. A Public Meeting was then held during the Planning and Economic Development Committee meeting on November 29, 2017, which provided members of the public an opportunity to speak to the proposed policies and mapping, and allowed staff to provide the Committee with an overview of the Amendment's contents and direction.

On June 6, 2018, an additional Public Meeting was held during the Planning and Economic Development Committee Meeting in accordance with Section 17 of the *Planning Act*. This statutory Public Meeting allowed for further questions and input to be provided by the public and Committee regarding the Amendment. Delegations were made at the Public Meeting by a representative from the Regional Active Transportation Advocacy group, and residents from the Town of Grimsby and City of St. Catharines. These delegations spoke to recommended changes to the policy set in support of active transportation infrastructure. The comments received from the public have been considered as part of the final recommendation.

Additionally, Regional staff has received comments from seven (7) local municipalities, the Ministry of Municipal Affairs and Housing, the Niagara Escarpment Commission, the Niagara Parks Commission, internal departments and committees, and active transportation advocates. A matrix (Appendix II) has been prepared by Regional staff to respond to the comments received. The following section highlights key issues that prescribed commenting agencies and stakeholders have identified in the review of the Amendment.

Planned Corridors Mapping and Policies

Multiple local area municipalities, including the City of Niagara Falls, the Town of Fort Erie, and the Township of West Lincoln, have requested that the Amendment include policies and/or mapping related to planned Provincial and Regional corridors, such as the Niagara-Greater Toronto Area (NGTA) East Corridor.

At the request of the Ministry of Municipal Affairs and Housing, Regional staff has added broad infrastructure corridor policies to ROPA 13 that mirror the requirements of the Provincial Growth Plan. Further, the Amendment identifies the development and planning of specific transportation corridors and their associated infrastructure (Policy 9.B.2).

To add mapping to the Amendment that delineates these identified corridors prior to the determination of their exact boundaries (i.e. through further studies and/or environmental assessments) is premature and is not recommended. The mapping of these corridors may inadvertently date the document and reduce the effectiveness of its policies and mapping.

Complete Streets Approach

Several municipalities, including the City of Niagara Falls, the City of Welland, the Town of Fort Erie, and the Town of Pelham, have requested that policies in the Amendment that direct local municipalities to develop specific Official Plan and/or Zoning By-law provisions be removed or reworded with more flexible terminology. In particular, local municipalities expressed concerns with the required implementation of a complete streets approach.

Policy 3.2.2.3 of the Provincial Growth Plan requires all municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. The Niagara Region has done so through the development of Complete Streets Guidelines that will be used as part of roadway construction and improvements.

The initial circulation of ROPA 13 directed the Region and local municipalities to identify priority corridors for complete streets implementation. Based on Ministry of Municipal Affairs and Housing feedback, the Amendment has been reworded to ensure that complete streets elements are considered for the entire street network (Policy 9.E.1 and Policy 9.E.3). The Amendment continues to provide local municipalities the flexibility of either utilizing the Niagara Region's Complete Streets Design Guidelines or creating their own guidelines that direct the required "complete streets approach". The implementation of complete streets elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.

Timeline and Budgeting Commitments

Active transportation groups had requested that the Region strengthen the wording of Policy 9.D.4 to ensure that funding commitment to cycling facilities is provided through the Bicycle Facilities Grant. This matter was discussed by members of the Planning and Economic Development Committee at the Public Meeting held on November 29, 2017.

Additionally, Correspondence Item TSC-C 6-2018 from the Transportation Sub-Committee was brought forward to the Planning and Economic Development Committee for consideration at the statutory Public Meeting in June 2018 regarding funding of bicycle facilities. This item was received and referred to staff for the preparation of this final report.

The Regional Official Plan is a land use planning document and, as such, is not the appropriate vehicle for prioritizing budget items and capital works projects. The purpose of the Regional Official Plan is to provide an overall vision for the Region's transportation infrastructure, and outline its relationship to surrounding land uses and urban design. The TMP, on the other hand, provides both general goals and guidelines for its implementation, and specific measures to realize this vision. Accordingly, Planning and Public Works staff believe that it is more appropriate for matters related to the timing and funding of the Region's Capital Works program to be outlined within the TMP.

The TMP will be reviewed every five (5) years, resulting in potential changes to the Niagara Bikeways Master Plan, the Strategic Cycling Network, and its infrastructure phasing plan. To add these plans to the Amendment may inadvertently date the document and reduce the effectiveness of its policies and mapping. A new policy has been added to the Amendment to reference the recommended actions and schedules of the TMP (Policy 9.F.14).

Modifications to Draft Policies and Schedules

There were approximately 30 modifications made to the draft Amendment following the statutory Public Meeting report (Report No. PDS 27-2018), all of which have been identified in Appendix I. The modifications made were largely minor in nature. Detailed explanations of the more significant revisions are outlined below.

Modification 7: Policy 9.C.2 b)

A new sub-bullet of Policy 9.C.2 has been added to the proposed Amendment. This policy states:

"The Niagara Region supports the expansion of public transit across the region through:

[...]

- b) Permitting infrastructure, including municipal water and wastewater systems, on lands adjacent to or near settlement areas for uses principle or ancillary to transit-supportive uses abutting higher order transit facilities"*

Expanding upon section 4.2.1.2 of the Greenbelt Plan, Policy 9.C.2 b) will provide the Niagara Region better ability to construct and service higher order transit stations near

or adjacent to settlement areas, further facilitating the provision of public transit to, from and within the Niagara Region.

Modification 8: Policy 9.C.8

A new policy has been added to Section 9.C (Public Transit) of the proposed Amendment. The policy states:

“The Niagara Region and its local municipalities should plan lands adjacent to or near existing and planned frequent transit or higher order transit facilities, including those within the Greenbelt Area where such lands have been approved through a Municipal Class Environmental Assessment, to:

- a) provide transit-supportive uses that enable opportunities for improved transit service integration;*
- b) facilitate multimodal connections that encourage a more evenly distributed modal share; and*
- c) support active transportation.”*

Policy 9.C.8 will expand upon policy 2.2.4.10 of the Provincial Growth Plan, increasing the Region’s ability to implement transit-supportive uses on parcels adjacent to or near higher order transit facilities. This policy would also improve the viability of public private partnership opportunities for higher-order transit facilities on these sites.

Modification 25: Policy 9.H.2

A new policy has been added to Section 9.H (Goods Movement) of the proposed Amendment. This policy states:

“The Niagara Region and its local municipalities will ensure the protection of lands adjacent to or near major goods movement facilities and corridors, including those outside of settlement areas and/or within the Greenbelt Area for the expansion of infrastructure and uses ancillary to that of the principle major goods movement facility and/or corridor use while:

- a) avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts to the agricultural system or other sensitive land uses vulnerable to encroachment;*
- b) require an agricultural impact assessment during instances where infrastructure or uses are proposed within, adjacent to, or near the Greenbelt Area or agricultural system; and*
- c) considering subject lands for designation as provincially significant employment zones.”*

Policy 9.H.2 will provide clarification regarding uses ancillary to major goods movement facilities, such as the Niagara District Airport, as well as the due diligence requirements needed to avoid or minimize adverse impacts of these uses to the Agricultural System and other sensitive land uses. Permitting ancillary uses to major goods movements and facilities would better allow the Region to cater to the demands and stresses associated with projected population and employment growth.

Planning Review

The proposed Amendment has been assessed against the approved planning policy framework and staff is of the opinion that the amendment is consistent with and implements the *Planning Act*, the 2014 Provincial Policy Statement, and the 2019 Growth Plan. Further, the Amendment has been revised to address the comments provided by the Ministry of Municipal Affairs and Housing to ensure alignment with Provincial direction.

Process and Next Steps

After Council adoption, staff will submit the Amendment to the Ministry of Municipal Affairs and Housing for approval under Section 26 of the *Planning Act*. Staff will also issue a notice of adoption in accordance with the *Planning Act* and its regulations. Through the review process, the Province has the ability to make modifications to the Amendment.

Through the approval of Bill 139 (PDS 26-2018), several changes were made to Section 17 of the *Planning Act* with regards to appeals for Official Plans and Official Plan Amendments. Specifically, Subsection 17 (36.5) states that there will be no appeals with respect to a decision on new Official Plans or Official Plan Amendments that are brought forward under Section 26 of the *Planning Act* as they will be subject to the approval authority of the Ministry of Municipal Affairs and Housing. As such, no appeals can be brought forward for ROPA 13.

Local municipalities will be expected to update their local official plans and zoning by-laws following the approval of the Amendment in order to ensure alignment with Provincial and Regional policies and mapping. Given that this Amendment is being brought forward for approval prior to the remaining comprehensive review of the Regional Official Plan, local municipalities will not be expected to update their Official Plans until the new Regional Official Plan is complete.

Alternatives Reviewed

1. **Do not adopt Regional Official Plan Amendment 13.** This alternative is not recommended. This Amendment has been processed to expedite the implementation of the TMP prior to the development of the new Regional Official Plan.
2. **Adopt Regional Official Plan Amendment 13 (Recommended).** This alternative is recommended. ROPA 13 will equip Niagara Region with current and sound transportation policies to ensure best practices are utilized across the region in alignment with the ongoing comprehensive review of the Regional Official Plan. The proposed Amendment was developed through an in-depth and collaborative process with several Regional Departments and local municipalities, and Regional staff is of the opinion that it represents the interests of the municipalities, good planning, and addresses the unique circumstances within Niagara.

Relationship to Council Strategic Priorities

This report supports Council's Business Plan Theme 2 "Healthy Communities" and Theme 5 "Integrated Transportation System".

Other Pertinent Reports

- **PDS 2-2017**, Project Initiation Report, Regional Official Plan Amendment 13 (ROPA 13) -- Transportation Policies, February 22, 2017
- **PDS 50-2017**, Public Meeting Information Report, Regional Official Plan Amendment 13 (ROPA 13) --- Transportation Policies, November 29, 2017
- **PDS 27-2018**, Statutory Public Meeting for Regional Official Plan Amendment No. 13, June 6, 2018

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Appendices

Appendix I	Draft Regional Official Plan Amendment 13
Appendix II	Agency and Public Comments Received
Appendix III	Agency Comment Response Matrix

APPENDIX II

DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 13

AMENDMENT NO. 13
TO THE OFFICIAL PLAN
FOR THE NIAGARA PLANNING AREA

PART “A” - THE PREAMBLE

The preamble provides an explanation of the Amendment including the purpose, location, background, and basis of the policies, and implementation, but does not form part of this Amendment. The Preamble includes:

- Title and Components
- Purpose of the Amendment
- Location of the Amendment
- Background
- Basis for the Amendment
- Implementation

PART “B” – THE AMENDMENT

The Amendment describes the additions and/or modifications to the Official Plan for the Niagara Planning Area, which constitute Regional Official Plan Amendment No. 13.

- Schedule Changes
- Table Changes
- Text Changes

PART “C” – THE APPENDICES

The Appendices provide information, public participation and agency comments relevant to the Amendment, but do not form part of this Amendment.

PART “A” - THE PREAMBLE

TITLE AND ITS COMPONENTS:

This document, when approved in accordance with Section 26 of the Planning Act, 1990, shall be known as Amendment 13 to the Regional Official Plan of the Niagara Planning Area. Part “A” – The Preamble, contains background information and does not constitute part of this Amendment. Part “B” – The Amendment, which consists of text and map changes, constitutes Amendment 13 to the Regional Official Plan of the Niagara Planning Area. Part “C” – The Appendices, does not constitute part of the Amendment. These Appendices contain information related to public involvement and agency comments associated with the Amendment and do not form part of this Plan.

PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to update the existing transportation mapping, definitions and policies of the Regional Official Plan. Specifically, this Amendment is intended to:

1. Conform to the applicable policies of the Provincial Policy Statement (2014) and the Provincial Growth Plan for the Greater Golden Horseshoe (2017).
2. Equip the Niagara Region with current and sound transportation policies that implement and promote best practices for the movement of goods and people throughout the Niagara Region’s transportation system.
3. Ensure that the Regional Official Plan is consistent with the goals, vision, and recommendations identified in the Niagara Region Transportation Master Plan, approved by Regional Council in 2017.

LOCATION OF THE AMENDMENT

This Amendment applies to the entire Niagara Planning Area.

BACKGROUND

In accordance with Section 26 (3) of the *Planning Act*, a special meeting of Regional Council was held on October 10, 2013 in order to initiate a public engagement process known as “Imagine Niagara”, which would inform the comprehensive review of the Regional Official Plan. Through consultation with key community stakeholders, “Imagine Niagara” sought to generate public interest in the review process and provide an opportunity for Niagara residents to outline the future vision for their communities.

Following this public engagement process, the Niagara Region launched the “Niagara 2041” initiative, which included the development of a Transportation Master Plan (TMP). The TMP, which was approved by Regional Council on July 20, 2017, is a comprehensive study that defines policies, programs, and infrastructure improvements needed to address the Region’s transportation and growth requirements until the year 2041. The TMP emphasizes the need to integrate and co-ordinate transportation planning, land use planning, and urban design as part of its implementation in order to reflect the unique needs of the Region’s urban and rural communities.

Accordingly, it is imperative that the existing transportation policies of the Regional Official Plan are revised in co-ordination with the TMP to ensure that the direction and recommendations identified in the study are properly implemented. Given that the new Regional Official Plan and its background studies are only just commencing, it is appropriate for the proposed Amendment to the Regional Official Plan to be brought forward at this time.

BASIS FOR THE AMENDMENT

1. This Amendment implements and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2017) and other Provincial Plans with respect to transportation planning across the Niagara Region. The Amendment is consistent with the Provincial Policy Statement (2014) and the Niagara Region Transportation Master Plan.
2. The policies proposed through this Amendment will provide consistency with the goals, vision, and recommendations identified in the TMP, and equip the Region with current and sound transportation policies that will strategically align with the ongoing comprehensive review of the Regional Official Plan.
3. This Amendment will provide new transportation policies which implement and promote best practices for the movement of goods and people throughout the Niagara Region’s transportation system.
4. The new transportation policies within the Amendment will replace the existing policies within Chapter 9 of the Regional Official Plan. The Amendment will also include

new mapping schedules, definitions, and minor modifications to policies in other sections of the Regional Official Plan that will improve its structure and organization.

5. The Amendment is divided into sections, which constitute the Amendment:
 - a) Part I: Modifications to Existing Policies
 - b) Part II: New Policies
 - c) Part III: Definitions
 - d) Part IV: Mapping
6. The Amendment was the subject of a Public Open House and Statutory Public Meeting held under the *Planning Act*. Public and agency comments were addressed as part of the preparation of this Amendment.
7. Based on the Region's review of the *Planning Act*, the Growth Plan for the Greater Golden Horseshoe (2017), the Provincial Policy Statement (2014), the Regional Official Plan, and the Niagara Region Transportation Master Plan, Regional staff is of the opinion that the Amendment is consistent with and aligns with Provincial and Regional policies and plans and, therefore, represents good planning.

IMPLEMENTATION

Chapter 14 – Implementation of the Official Plan for the Niagara Planning Area, shall apply where applicable.

PART “B” – THE AMENDMENT

Amendment 13 To The Official Plan for the Niagara Planning Area

Schedule Changes (attached)

1. “Schedule E – Niagara Region Bicycle Network” is repealed.
2. “Schedule E1 – Transportation Infrastructure” is added to the Plan as “**Schedule E1 – Transportation Infrastructure**”.
3. “Schedule E2 – Strategic Cycling Network” is added to the Plan as “**Schedule E2 – Strategic Cycling Network**”.

Table Changes (attached)

1. Table 9-1 is modified to include “Regional Roads – Minimum Sight Triangle Requirements Table”.

Text Changes

The Official Plan for the Niagara Planning Area is amended as follows:

Part I – Modifications to Existing Policies

1. **Policy 2.D.2.8** is repealed.
2. **Policy 2.D.2.9** is renumbered as **Policy 2.D.2.8**.
3. **Policy 2.D.2.10** is renumbered as **Policy 2.D.2.9**.
4. **Policy 2.D.2.11** is renumbered as **Policy 2.D.2.10**.
5. **Policy 3.A.3.22 c)** is modified to “Preparation of a Regional Goods Movement Study”.
6. **Section 4.G.13 Transportation Corridors** is removed.
7. **Policy 4.G.13.1** is repealed.

8. Section 4.G.14 District Plans is renumbered as Section 4.G.13 District Plans.

Modification 2

9. Objective 4.G.14.A.1 to Objective 4.G.14.A.3 is renumbered to Objective 4.G.13.A.1 to Objective 4.G.14.A.3.

Modification 3

10. Policy 4.G.14.B is renumbered to Policy 4.G.13.B.

Modification 4

7.11. Policy 4.G.14.C.1 is renumbered to Policy 4.G.14.C.11.

8.12. Policy 10.C.2.3.3 is modified to “When developing or redeveloping leased, operated or owned facilities (buildings or structures) the Region will consider and apply the Region’s Model Urban Design Guidelines and Facility Accessibility Design Standards”.

9.13. Policy 10.C.2.3.6 is repealed.

10.14. Policy 10.C.2.3.7 is renumbered as Policy 10.C.2.3.6.

Part II – New Policies

1. With the exception of Table 9-1, Chapter 9 is repealed in its entirety and replaced with the following policies and objectives:

9. Transportation: Moving People and Goods

The Provincial Growth Plan for the Greater Golden Horseshoe identifies where and provides direction on how growth will occur amid its single- and upper-tier municipalities **to a 2041 planning horizon**. The Niagara Region is an upper-tier municipality located within the Provincial Growth Plan area and is responsible for the dissemination of its provincially-forecasted growth number amongst its local area municipalities. In order to appropriately accommodate forecasted growth, the Region must plan for and implement a sustainable *transportation system* that has the ability to withstand stresses associated **to** **with** population growth.

This chapter provides for a safe and efficient *transportation system* for *multimodal* travel for all users. Objectives and policies reflect direction and recommendations outlined within the Niagara Region’s Transportation Master Plan. The Region is committed to improving social equity, protecting short- and long-term economic competitiveness, and reducing greenhouse gas emissions by advancing initiatives which enable comprehensive *active transportation* networks, interconnected public transit systems, and efficient goods movement networks. The Niagara Region remains dedicated to working with its local area municipal partners, agencies, and other public entities on cross-jurisdictional transportation-related matters.

9.A General Objectives

- Objective 9.A.1** Promote and support for a *multimodal transportation system* to enable the movement of goods and people of all ages and abilities to jobs, housing, school, cultural destinations, *public service facilities*, recreational and tourist opportunities, and other *major trip generators*, especially in *strategic growth areas*.
- Objective 9.A.2** Reduce single-occupant vehicle trips by enhancing opportunities for residents, workers, and visitors of all ages and abilities to walk, cycle, take transit and carpool.
- Objective 9.A.3** Support a connected and convenient public transit network throughout the region.
- Objective 9.A.4** Create and enhance interconnected *active transportation* systems and programs.
- Objective 9.A.5** Support the implementation of *complete streets* at regional and local levels.
- Objective 9.A.6** Encourage the most cost-effective and environmentally appropriate modes of sustainable transportation to reduce greenhouse gas emissions.
- Objective 9.A.7** Ensure that agricultural vehicles and equipment are accommodated within the *transportation system* where appropriate.

9.B Coordinated Transportation System Planning

- Policy 9.B.1** The Niagara Region will encourage the implementation of a comprehensive *transportation system* through the co-ordination of land use planning and strategic investments in *infrastructure*.
- Policy 9.B.2** The Niagara Region will work with the *Province*, agencies and local municipalities to plan for, improve, and protect the following *planned corridors* and facilities:
- a) Queen Elizabeth Way (QEW) widenings from Hamilton to Highway 406 and from McLeod Road to Mountain Road;
 - b) Interchanges at Highway 406 and Third Avenue Louth, the Queen Elizabeth Way (QEW) and Glendale Avenue, and Highway 405 and Concession 6/Mewburn Road;
 - c) the Niagara Escarpment Crossing ;

- d) the Niagara-Hamilton Trade Corridor;
- e) the South Niagara East-West Arterial Road/Niagara Greater Toronto Area (NGTA) East Corridor;
- f) the Highway 406 extension to the South Niagara East-West Arterial Road/NGTA East Corridor; and
- g) The roads of the Niagara Parks Commission.

Policy 9.B.3 The Niagara Region, in consultation with local municipalities, will work with the Federal government, the *Province*, Metrolinx, and other stakeholders to improve linkages between the Niagara Regional Transit System and GO Transit.

Policy 9.B.4 The Niagara Region will work with Federal, Provincial and municipal governments to help strengthen the provision of an efficient and safe Provincial Highway network throughout the region.

Policy 9.B.5 The Niagara Region will ensure there is suitable transportation *infrastructure* to support the Region's growth and economic strategy.

Policy 9.B.6 The Niagara Region will ensure that transportation *infrastructure* within the boundaries of the Niagara Escarpment Plan will be designed and located so that the least possible impact occurs on the Escarpment's scenic quality, landform, and existing environmental features.

Policy 9.B.7 The Niagara Region will work with the Niagara Parks Commission to improve linkages between the Niagara Region's *transportation system* and the Niagara Park Commission's *transportation system*.

9.C Public Transit

Policy 9.C.1 Public transit will be a priority for transportation *infrastructure* planning and major transportation investments.

Policy 9.C.2 The Niagara Region supports the expansion of public transit across the region through:

- a) Prioritizing investment in transit *infrastructure* to *strategic growth areas* to optimize return on investment and the efficiency and viability of existing and planned transit service levels;
- a)b) Permitting infrastructure, including municipal water and wastewater systems, on lands adjacent to or near settlement areas for uses principle or ancillary to transit-supportive uses abutting higher order transit facilities;

- ~~b)c)~~ c) Improving linkages from nearby neighbourhoods to *major trip generators*, including: the Downtown St. Catharines Urban Growth Centre, locally designated *strategic growth areas*, *employment areas*, including tourism destinations, *public service facilities*, post-secondary institutions, and *major transit station areas*;
- ~~e)d)~~ d) Providing transit linkages within and between *settlement areas* in and outside of the Region to increase the *modal share* of transit;
- ~~d)e)~~ e) Improving accessibility to public transit;
- ~~e)f)~~ f) Providing park-and-ride facilities that support *multimodal* travel by offering linkages to pedestrian and transit routes, *bicycle infrastructure*, and priority spaces for carpool and car-share vehicles;
- ~~f)g)~~ g) Establishing fare and *transit service integration* between local agencies; and
- ~~g)h)~~ h) Considering the role public transit plays in reducing greenhouse gas emissions.

- Policy 9.C.3** The Niagara Region will leverage public transit to promote *transit-supportive development*.
- Policy 9.C.4** The Niagara Region will encourage the provision of *demand-responsive transit service*, where operationally and economically feasible, in local municipalities to serve low-density areas.
- Policy 9.C.5** The Niagara Region supports *transit service integration* of municipal transit agencies to provide *frequent transit service*.
- Policy 9.C.6** The Niagara Region will ensure *transit service integration* as part of the implementation of inter-municipal regional transit, and will work with transit operators, including the *Province* and Metrolinx, where applicable.
- Policy 9.C.7** The Niagara Region will support transit investment for improved services to provide *multimodal* access to *major transit station areas* and reduce *modal share* by single-occupant vehicles.

Policy 9.C.8 The Niagara Region and its local municipalities should plan lands adjacent to or near existing and planned *frequent transit or higher order transit facilities*, including those within the *Greenbelt Area* where such lands have been approved through a Municipal Class Environmental Assessment, to:

- a) provide *transit-supportive uses* that enable opportunities for improved *transit service integration*;

- b) *facilitate multimodal connections that encourage a more evenly distributed modal share; and*
- a)c) *support active transportation.*

Policy 9.C.98

Modification 9

The Niagara Region will prioritize and expedite *higher order transit* connections to the Greater Toronto Hamilton Area (GTHA), *including the GO Transit Stations*, to promote *intensification* and new employment markets.

Policy 9.C.109

Modification 10

Modification 11

The Niagara Region shall plan to ensure *GO Transit Stations* *higher order transit facilities* are supported by and serve adjacent *intensification areas* and *employment areas* *new employment markets*.

Policy 9.C.110

Modification 12

The Niagara Region will examine the feasibility of establishing a West Niagara *T*ransit *T*erminal in order to facilitate *multimodal* connections within the Niagara Region and to the Greater Toronto Hamilton Area (GTHA).

Policy 9.C.121

Modification 13

Modification 14

Local municipalities shall develop secondary plans, or undertake an equivalent planning exercise, *for identified major transit station areas* with reference to the Province's Transit-Supportive Guidelines, *to delineate major transit station areas for any confirmed or identified future potential higher order transit facility*. These plans shall include policies that, where appropriate: ÷

- a) support *transit service integration*;
- b) support the implementation of *active transportation-friendly* facilities;
- c) provide for a diverse mix of uses;
- d) prohibit land uses and a built form that would adversely affect the achievement of *transit-supportive* densities; and,
- e) provide alternative *development* standards that promote *transit-supportive development uses* and redevelopment.

Policy 9.C.132

Modification 16

The Niagara Region will work with the *Province*, local municipalities, and Metrolinx, where applicable, to support the integration of *cycling active transportation* and public transit. Improvements may include: permitting bicycles on transit vehicles, providing bicycle racks on buses, and providing *bicycle infrastructure* at and to transit *facilities*, public and institutional areas, and *employment areas*.

9.D Active Transportation

Policy 9.D.1

The Niagara Region and local municipalities will ensure that comprehensive *active transportation* networks are integrated into

transportation systems to enable safe and convenient inter- and intra-municipal travel for *active transportation* users.

Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region's Transportation Master Plan to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.

Policy 9.D.3 The Niagara Region will fund the implementation of the Strategic Cycling Network network along Regional Roads through the Niagara Region's *public works projects* and other funding or cost-sharing opportunities.

Policy 9.D.4 The Niagara Region will support local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction.

Policy 9.D.5 Local municipalities are encouraged to develop Official Plan policies which support *bicycle infrastructure* to ensure a connected and extended bicycle network within the region.

Policy 9.D.6 Local municipalities are encouraged to establish *transit-supportive development* standards *for transit-supportive uses* within *strategic growth areas* that achieve *compact built forms* to promote *active transportation*.

Policy 9.D.7 The Niagara Region supports the re-purpose of abandoned rail and other linear corridors, including hydro corridors, for off-road trails and recommends that local municipalities consider various means to protect and/or acquire such corridors. The Niagara Region will require early pre-consultation with relevant stakeholders, including TransCanada Pipeline or its designated representative, in the acquisition of abandoned rail and other linear corridors.

Policy 9.D.8 The Niagara Region will work with the Ministry of Transportation and other stakeholders for the provision of *active transportation* infrastructure across the QEW, 400 Series Highways, and other highways.

Policy 9.D.9 The Niagara Region will work with the Niagara Escarpment Commission, local municipalities, property owners, and other stakeholders, where applicable, to protect a continuous pedestrian route generally following the Bruce Trail along the Niagara Escarpment. The role and function of off-road-trails within the Niagara Escarpment Planning Area will be subject to the policies of the Niagara Escarpment Plan.

- Policy 9.D.10** The Niagara Region will implement the recommendations of the Travel Demand Management Study with respect to *active-transportation friendly* facilities.
- Policy 9.D.11** The Niagara Region will have regard to the Niagara Region's Wayfinding Signage for Cyclists Guidelines as part of the design, refurbishment or reconstruction of Regional Roads.
- Policy 9.D.12** The Niagara Region will develop guidelines for local Official Plans and Zoning By-laws that outline minimum provisions for accommodating *active transportation-friendly* facilities in new *development*, redevelopment, and *public work projects*.

9.E Complete Streets

- Policy 9.E.1** The Niagara Region's *Complete Streets Design Guidelines* shall be used in the design, refurbishment, or reconstruction of the Niagara Region's *transportation system* to ensure the needs and safety of all road users are considered and appropriately accommodated.
- Policy 9.E.2** The Niagara Region shall ensure that the Niagara Region's *Complete Streets Design Guidelines* is included as a reference document within the Request for Proposal (RFP) process for Municipal Class Environmental Assessments.
- Policy 9.E.3** Local municipalities shall include policies within Official Plans that ensure that a *complete streets* approach is used in the design, refurbishment, or reconstruction of their planned or existing street network.
- Policy 9.E.4** In the absence of local *complete street* guidelines, local municipalities shall refer to the Niagara Region's *Complete Streets Design Guidelines* for the design, refurbishment or reconstruction of their existing and planned local street network.
- Policy 9.E.5** *Complete streets* elements within local jurisdiction shall be maintained by the *local municipality*.

9.F The Regional Road System

- Policy 9.F.1** As conditions of the approval of a *development* application:
- a) The Niagara Region may acquire from the landowner land required for the *road allowance* as identified in Table 9-1 at no

- cost to the Region free of all encumbrance, encroachments, and improvements unless otherwise agreed to by the Region; and,
- b) The Niagara Region is to be provided with a certificate of an Ontario Land Surveyor noting that all legal survey documentation on the widened *road allowance* is in place.

Policy 9.F.2

The Niagara Region shall require the conveyance of land, at no cost to the Region, as condition of the approval of a *development* application, beyond the designated *road allowance* widths identified in Table 9-1, to accommodate items such as sight triangles, turning lanes, channelization, grade separations, traffic control devices, rapid transit, public transit facilities and rights-of-way, *active transportation facilities* cuts, fills and storm drainage requirements, as required to meet accepted/current engineering design criteria/standards. These do not require an amendment to this Plan.

Policy 9.F.3

Land for Regional Road widenings will be required equally from both sides of the centreline of the designated Regional Road unless existing land uses, topographic features or other physical or environmental constraints necessitate taking greater widening on one side than the other.

Policy 9.F.4

The Niagara Region may acquire, at its own expense, additional land that exceeds the *road allowance* widths identified in Table 9-1, without an amendment to this Plan.

Policy 9.F.5

The Niagara Region will consider the need for noise mitigation measures to address traffic noise from Regional Roads, where required, premised on noise study recommendations per Ministry of the Environment, *Conservation, and Parks and Climate Change* guidelines for the following situations:

- a) New *development* adjacent to a Regional Road; or,
- b) Impact of noise generated by increased traffic on Regional Roads adjacent to established *development*.

Policy 9.F.6

As part of the *development* application process, a *road allowance* not yet owned by the Niagara Region and identified in the Niagara Region's Transportation Master Plan should be protected in the following cases:

- a) A local street that could be ultimately assumed by the Region; and,
- b) Plans for the extension of an existing *road allowance*.

Policy 9.F.7 The Niagara Region will have regard to the Niagara Region's Model Urban Design Guidelines, *Complete Streets Design Guidelines*, and Wayfinding Signage for Cyclists Guidelines when providing comments on *development* applications located along Regional Roads.

Policy 9.F.8 The Niagara Region will plan and protect rights-of-way for the Niagara Region's *transportation system, major goods movement facilities and corridors, active transportation* corridors and transit facilities to meet current and projected needs, while ensuring that *development* is not permitted in *planned corridors* that could preclude or negatively affect the purposes of the corridor.

Policy 9.F.9 Local municipalities, in consultation with the Niagara Region and the Province, shall develop **Official Plan** policies that provide protection for *planned corridors* to ensure that decisions on *development* applications will not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. .

Modification 21

Policy 9.F.10 The Niagara Region will encourage the co-location of linear *infrastructure* along Regional Roads, where applicable.

Policy 9.F.11 The Niagara Region will consider the separation of transportation modes within corridors.

Policy 9.F.12 As part of the construction, optimization, or expansion of transportation *infrastructure* within the Niagara Region's *agricultural area* and *natural heritage system*, the Niagara Region will require, where applicable:

- a) the preparation of an agricultural impact assessment, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the agricultural system have been avoided or, if avoidance is not possible, minimized, and, to the extent feasible, mitigated; and/or
- b) the preparation of an environmental impact study, or equivalent analysis as part of a Municipal Class Environmental Assessment, that demonstrates that any impacts on the ***natural heritage system*** have been avoided or, if avoidance is not possible, minimized, and to the extent feasible, mitigated.

Policy 9.F.13 The Niagara Region and local municipalities shall conform to National Energy Board regulations and provisions in relation to the requirements for *development* within proximity to its pipelines and corridors.

Policy 9.F.14 The Niagara Region's *transportation system* will be implemented as per the recommended actions and schedules of the Niagara Region Transportation Master Plan.

9.G Transportation Demand Management

Policy 9.G.1 The Niagara Region will develop and implement a Travel Demand Management **(TDM)** Study that is consistent with the recommendations of the Niagara Region's Transportation Master Plan and the Provincial Growth Plan for the Greater Golden Horseshoe.

Policy 9.G.2 Local municipalities shall develop and implement *TDM* policies to be incorporated into local official plans that are consistent with the future Niagara Region's **Travel Demand Management DM** Study.

9.H Goods Movement

Policy 9.H.1 The Niagara Region, in partnership with local municipalities, will develop and implement a Goods Movement Study that is consistent with the recommendations of the Niagara Region's Transportation Master Plan and the Province's Freight-Supportive Guidelines. The Goods Movement Study will take advantage of cross-border trade opportunities, including the Foreign Free Trade Zone, support employment **area** activity, and maximize the use of the Gateway Economic Zone and Gateway Economic Centre.

Policy 9.H.2 The Niagara Region and its local municipalities will ensure the protection of lands adjacent to or near major goods movement facilities and corridors, including those outside of *settlement areas* and/or within the *Greenbelt Area* for the expansion of *infrastructure* and uses ancillary to that of the principle major goods movement facility and/or corridor use while:

- a) requiring a Municipal Class Environmental Assessment to demonstrate the need and alternative options for the infrastructure required for the expansion;
- b) avoiding specialty crop areas, and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative for the location of the infrastructure as determined through the applicable Municipal Class Environment Assessment;

Newly Added Modification
(October 9, 2019)
Sub-bullets a) and b)

- c) avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts to the agricultural system or other sensitive land uses vulnerable to encroachment;
- d) requiring an agricultural impact assessment during instances where infrastructure or uses are proposed within, adjacent to, or near the Greenbelt Area or agricultural system; and
- e) considering subject lands for designation as provincially significant employment zones.

Policy 9.H.32

Modification 26

The Niagara Region and its local municipalities will ensure that *development* of lands adjacent to or in close proximity to, or near major goods movement facilities and corridors will be compatible with the goods movement function of those facilities and be designed to avoid, mitigate or minimize negative impacts on and from the facilities and corridors.

Policy 9.H.43

The Niagara Region will support the implementation of a *multimodal transportation system*, which accommodates the movement of goods, where identified through the Goods Movement Study.

Policy 9.H.54

The Niagara Region will work with the *Province*, local municipalities, agencies, and transportation service providers to implement a *transportation system* which is able to accommodate agricultural vehicles and equipment, where appropriate.

Policy 9.H.65

The Niagara Region will continue to advocate for highway capacity improvements to address inter-regional and international trade related demands for the purposes of goods movement.

Policy 9.H.76

The Niagara Region will consider, where possible, the protection of abandoned rail corridors for future *freight-supportive* activity.

Part III – Definitions

1. The following definitions are added to Chapter 15 of the Plan:

Airports

means all Ontario *airports*, including designated lands for future *airports*, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping. (PPS 2014)

Bicycle Infrastructure

means all *infrastructure* and facilities used for cycling, including bicycle routes (dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails), and trip end facilities such as bicycle parking and storage (e.g. such as bicycle racks and lockers).

Modification 27

Complete Streets

means streets that are planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists, and are designed for the safety of people of all ages and abilities. (Based on Growth Plan, 2017 and modified for this Plan)

Complete Streets Design Guidelines

means guidelines developed as part of the Niagara Region's Transportation Master Plan which define Regional Road typologies and provide guidance on the implementation of complete streets elements that fall within the public right-of-way.

Demand-responsive Transit Service

means door-to-door transportation service which has flexible routing and scheduling, and can operate either as an "on-demand" service or a "fixed-schedule" service, such as airport shuttles or paratransit services for people with disabilities and the elderly.

Freight-supportive

means *transportation systems* and facilities that facilitate the movement of goods, including policies or programs intended to support efficient freight movement through the planning, design and operation of land use and *transportation systems*. (Based on Growth Plan, 2017 and modified for this Plan)

Frequent Transit

means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. (Growth Plan, 2017)

Modification 28

Major Goods Movement Facilities and Corridors

means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are *freight-supportive* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (PPS, 2014)

Major Trip Generators

means origins and destinations with high population densities or concentrated activities which generate many trips (e.g. *urban growth centres* and other downtowns, *major office* and office park, major retail, *employment areas*, community hubs, *large parks and recreational destinations, post-secondary institutions, and* other public service facilities, and other mixed-use areas). (Growth Plan, 2017)

Modification 29

Marine Facilities

means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future marine facilities. (PPS, 2014)

Natural Heritage System

means the system **mapped and issued by the Province in accordance with this Plan**, comprised of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include key natural heritage features, key hydrologic features, federal and provincial parks and conservation reserves, other natural heritage features and areas, lands that have been restored or have the potential to be restored to a natural state, associated areas that support hydrologic functions, and working landscapes that enable ecological functions to continue.

Planned Corridors

means corridors or future corridors which are required to meet projected needs, and are identified through this Plan, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Metrolinx or Independent Electricity System Operator (IESO) or any successor to those Ministries or entities, is actively pursuing the identification of a corridor. (Based on Growth Plan, 2017 and modified for this Plan)

Public Service Facilities

means lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include **infrastructure**. (Growth Plan, 2017)

Rail Facilities

means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*. (PPS, 2014)

Road Allowance

means widths that are intended to accommodate travel lanes, turning lanes, intersections, sidewalks, bicycle lanes, public transit lanes, transit facilities, utilities, *active transportation*, noise control measures, snow storage, drainage measures, curb and gutters, fencing, sidewalks, *cultural tourism* features, landscaping, illumination, signage, street enhancements and other elements noted as compatible with the transportation *system*.

Sensitive Land Uses

means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. (Growth Plan, 2017)

Strategic Growth Areas

means, within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, mobility hubs and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit* service or *higher-order transit* corridors may also be identified as *strategic growth areas*. (Growth Plan, 2017)

Transit Service Integration

means the co-ordinated planning or operation of transit service between two or more agencies or services that works to facilitate seamless service for riders. *Transit service integration* can include considerations of service schedules, service routes, information, fare policy, and fare payment. (Growth Plan, 2017)

2. The following definitions in Chapter 15 of the Plan will be modified to the following:

Active Transportation

means any form of self-propelled transportation that relies on the use of human energy such as walking, cycling, inline skating, jogging, or travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices at a comparable speed. (Growth Plan, 2017)

Compact Built Urban Form

means a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), active transportation, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multistorey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*. (Growth Plan, 2017)

Major Transit Station Areas

means the area including and around any existing or planned *higher order transit station* or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Multimodal

means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine. (Growth Plan, 2017)

Transit-supportive

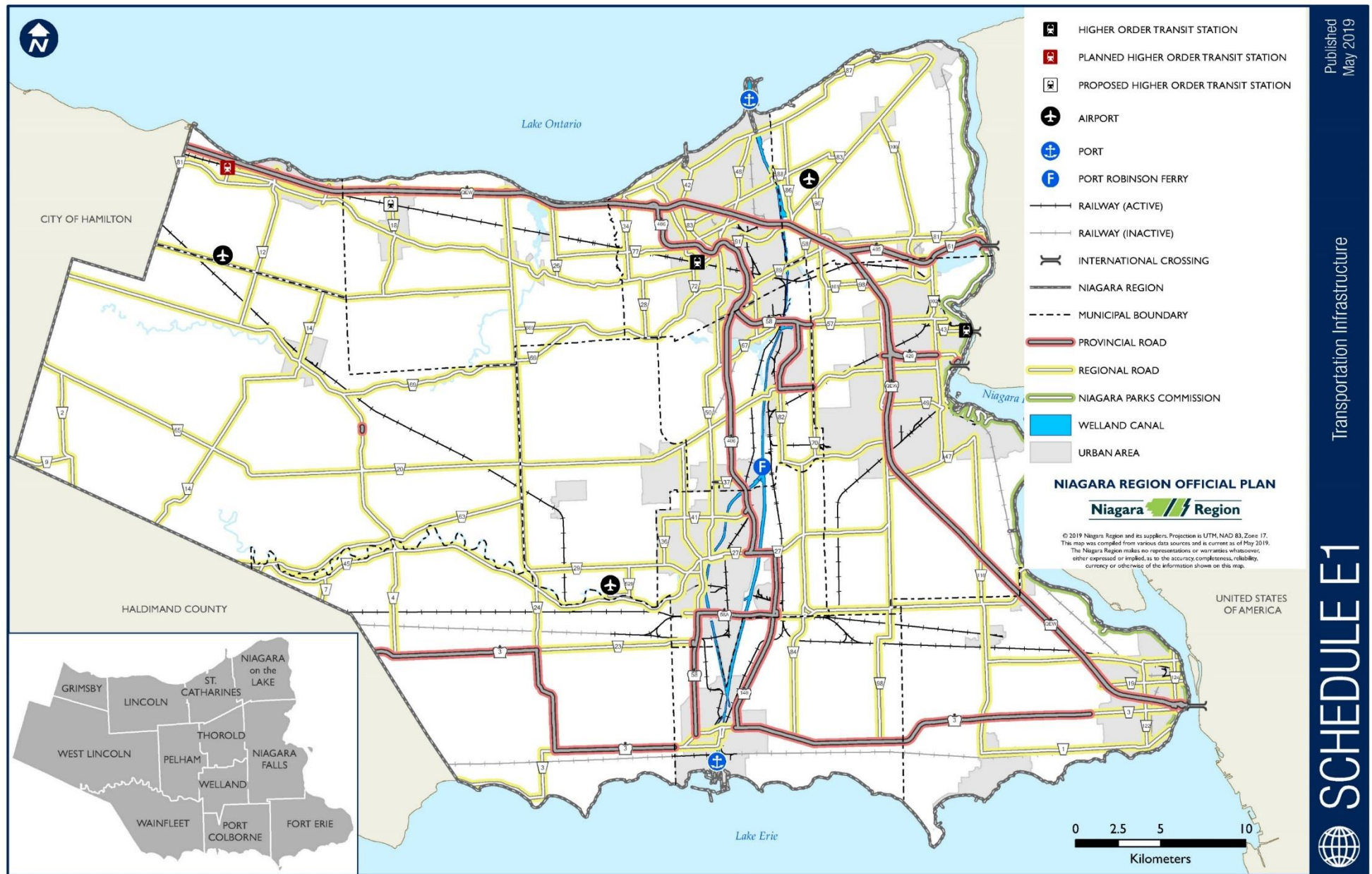
Relating to *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive development* will be consistent with Ontario's Transit Supportive Guidelines. (Growth Plan, 2017)

Part IV: Table 9-1 – Road Allowance Widths

1. That the following “minimum sight triangle requirements” table be added to Table 9-1 of the Plan:

Regional Intersection Type	Minimum Sight Triangle Dimension Requirements
Urban (signalized)	10 metres x 10 metres
Urban (non-signalized)	6 metres x 6 metres
Rural	15 metres x 15 metres

Schedule E1 – Transportation Infrastructure

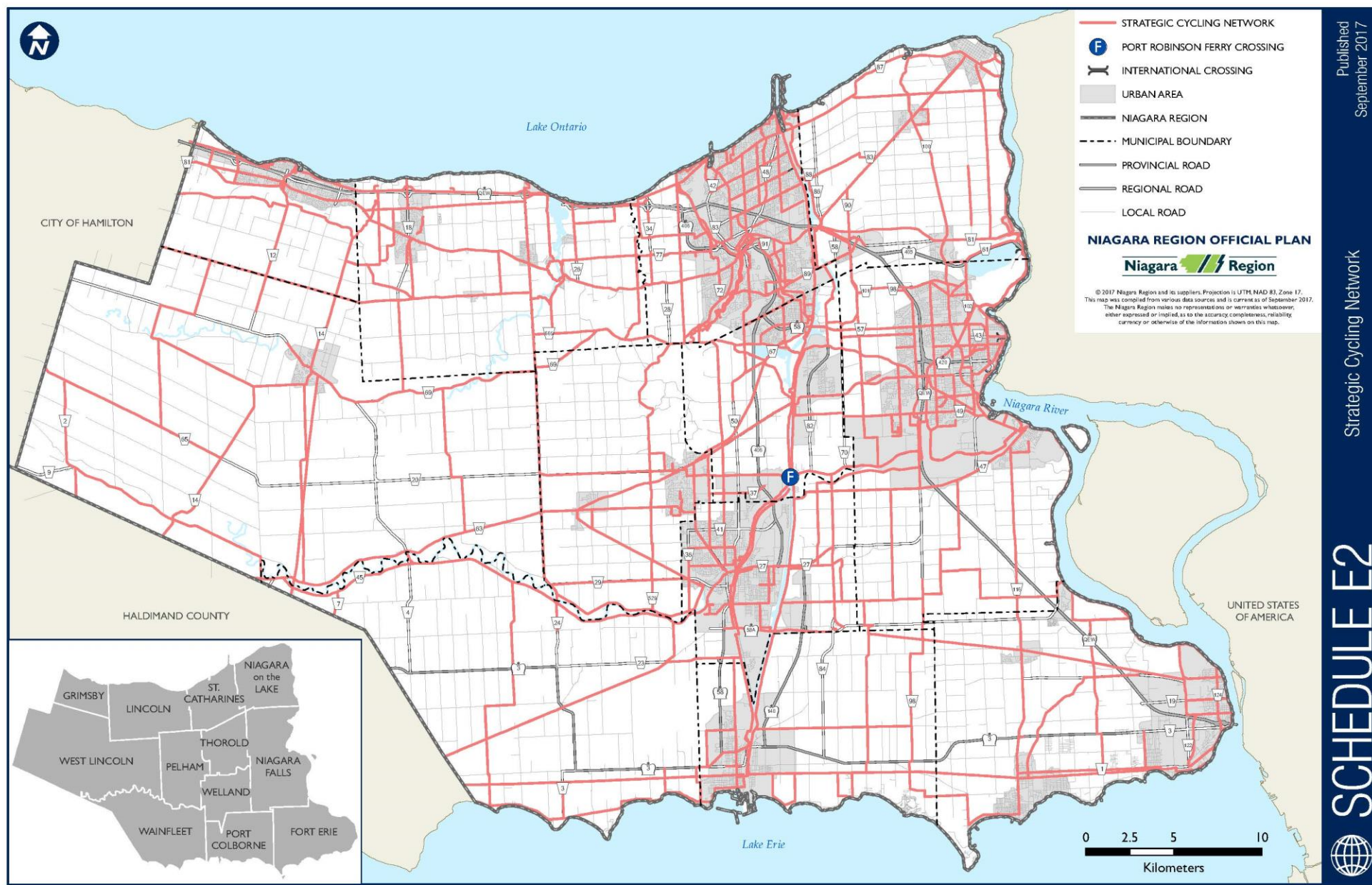


Published
May 2019

Transportation Infrastructure

SCHEDULE E1

Schedule E2 – Strategic Cycling Network



Published
September 2017

Strategic Cycling Network

SCHEDULE E2



APPENDIX III

AGENCY AND PUBLIC COMMENTS RECEIVED

**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement

Municipal Services Office
Central Ontario
777 Bay Street, 13th Floor
Toronto ON M5G 2E5
Phone: 416-585-6226
Facsimile: 416-585-6882
Toll-Free: 1-800-668-0230

Bureau des services aux municipalités
du Centre de l'Ontario
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Sans frais : 1-800-668-0230



February 8, 2018

Sent via email only

Alexandria Tikky
Planner, Planning and Development Services
Niagara Region
1815 Sir Isaac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

Dear Ms. Tikky

**Re: Provincial Review Comments
Region of Niagara Draft Transportation Official Plan Amendment 13
MMA File No.: 26-OP-178484**

Thank you for providing the Ministry of Municipal Affairs (MMA) with the opportunity to review and provide comments on the Region's draft Official Plan Amendment 13 (ROPA 13).

MMA staff understand that ROPA 13 is being brought forward as part of the Region's last official plan review and conformity exercise. The purpose of ROPA 13 is to introduce policies into the Regional Official Plan that will replace the existing transportation policies within Chapter 9, as well as update the Plan's other related transportation policies, schedules and definitions. The policies proposed through ROPA 13 are intended to align with the goals, vision and recommendations identified in the Niagara Region Transportation Master Plan.

As part of the One Window Provincial Planning Service, this draft ROPA was reviewed by MMA and the Ministry of Transportation (MTO). The following comments relate to conformity with the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan), consistency with the 2014 Provincial Policy Statement (PPS) and ministry guidelines such as MTO's Transit-Supportive Guidelines, Freight-Supportive Guidelines and Ontario's Cycling Strategy. Please also refer to the attached table for technical comments on this OPA for consideration.

The Province is overall supportive of the policies and objectives of the ROPA which, among other things, supports a connected transportation network that allows the efficient movement of people and goods and a connected and convenient public transit network throughout the Region.

Major Transit Station Areas

Policy 9.C.11 makes reference to major transit station areas achieving minimum density targets that reflect existing and planned transit service levels. Minimum density targets are only

required for major transit station areas located on a priority transit corridor, which Niagara Region does not have. MMA does however support the Region in identifying a minimum density target for their major transit station areas. To assist in identifying a minimum density target the Region may want to consider policy 2.2.4.4 b) of the Growth Plan.

The Growth Plan contains specific policies which speak to all major transit station areas, including those not located on priority transit corridors. It is recommended that the Region revise policy 9.C.11 to elaborate on how local municipalities will develop land use plans for their major transit station areas and how development will be supported by making reference to applicable criteria listed in policies 2.2.4.8 and 2.2.4.9 of the Growth Plan. The Region and local municipalities may find MTO's Transit -Supportive Guidelines helpful, in particular *Chapter 2.3 on Enhancing Access to Transit*, when developing more detailed frameworks around major transit station areas. This chapter includes effective strategies for design and integration of transit stations.

Complete Streets

Policy 9.E.2 speaks to implementation of complete streets to be considered for Regional Roads meeting a specific list of requirements. Furthermore, policy 9.E.4 indicates that local official plans shall include policies related to the implementation of complete streets. It is unclear how these proposed policies meet policy 3.2.2.3 of the Growth Plan which states that "in the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated". Consideration of complete streets should not be limited to those that satisfy the particular criteria listed in policy 9.E.2.

It is recommended that ROPA 13 utilize an overarching complete streets approach to all roadway design, reconstruction, and refurbishment as per the Growth Plan. To support the Region's objectives set out in Policy 9.E, the Region may find *Chapter 2.2 on Creating Complete Streets* of MTO's Transit Supportive Guidelines helpful, which includes strategies for planning complete streets.

Additionally, MMA staff recommend that the Region consider italicizing defined terms throughout its Official Plan for better clarity (i.e., complete streets).

Infrastructure Corridors

It is recommended that the Region include policies addressing infrastructure corridors. Growth Plan policy 3.2.5 provides direction for the development, optimization, or expansion of existing and planned corridors and supporting facilities.

In a Region with an abundance of natural heritage and agriculture, planning for new or expanded transportation infrastructure may have to demonstrate, where applicable and through an Agricultural Impact Assessment and Environmental Assessment, that any impacts to the Agricultural System, key natural heritage features as well as key water resources have been avoided or at least minimized. The Region should also encourage the co-location of linear infrastructure facilities in order to use land more efficiently and integrate services. Therefore, it is recommended that policies 3.2.5 a), c) and d) of the Growth Plan be included in ROPA 13.

It is also recommended that the Region include policies for existing or planned corridors in accordance with Policy 3.2.5 e) of the Growth Plan by:

- considering increased opportunities for moving people and goods by rail;
- considering separation of modes within corridors; and
- providing opportunities for inter-modal linkages.

Transportation Initiatives Underway

As the Region may know, there are a number of transportation initiatives underway worth noting as they may impact the policies, strategies, and actions proposed in ROPA 13 and future land use and transportation policies.

MTO is undertaking a transportation study to develop the Greater Golden Horseshoe (GGH) Transportation Plan. This work will advance long-term multimodal transportation planning in the GGH and provide planning direction to transportation agencies and service providers for all modes, including highways, railways, regional transit systems, cycling and walking. It is anticipated that this work will be completed in early 2019. For more information, please visit <https://www.gghtransport2051.ca/>.

In addition, the review of Metrolinx's Regional Transportation Plan ("The Big Move") is underway to ensure that it continues to reflect the transportation priorities of the region to 2041. For more information, please visit http://www.metrolinx.com/en/regionalplanning/bigmove/big_move.aspx.

Engagement with Indigenous Communities

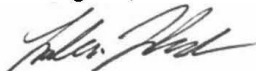
Both the Growth Plan (Policies 5.2.3.3 and 5.2.3.6) and PPS (Policy 1.2.2), encourage planning authorities to coordinate planning matters with Indigenous communities. First Nations and Metis communities, whose interests may be impacted by planning decisions, should be engaged to ensure that they have adequate opportunity to participate fully in the process. The Ministry is interested in understanding any engagement efforts that the Region has undertaken on this proposed amendment. Should the Region adopt ROPA 13, it is requested that information respecting any municipal engagement process be provided to MMA, including any submissions.

Conclusion

Thank you again for providing the opportunity to review draft ROPA 13. MMA staff look forward to continuing to work with Niagara Region staff on this and future work undertaken as part of the Region's new official plan program.

If you have any questions or wish to discuss these comments in more detail, please do not hesitate to contact me by phone at 416-585-7323 or by email at loralea.tulloch@ontario.ca or Louis Bitonti, Senior Planner, by phone at 416-585-6910 or email at louis.bitonti@ontario.ca.

Best Regards,



Lorelea Tulloch
Planner, Community Planning and Development (West)
Municipal Services Office – Central Ontario

Copy: Ministry of Transportation

Attachment 1 – Recommended Revisions to Niagara Region's draft Official Plan Amendment 13

Example – Text highlighted in grey are recommended additions to the proposed policy

Example – Text with strikethrough are recommended deletions

Item No.	OP Section	Provincial Comment	Policy Reference	Recommended Modified Policy
1	9. Transportation: Moving People and Goods	The new Growth Plan for the Greater Golden Horseshoe (Growth Plan) now projects growth to a 2041 planning horizon.	Growth Plan Schedule 3	"The Provincial Growth Plan for the Greater Golden Horseshoe projects significant growth within the Niagara Region by the year to a 2041 planning horizon 2034 ..."
2	9.A.1	The Growth Plan places a higher priority on modes of transportation which reduce reliance on the automobile than it does on offering multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and service. <i>Strategic growth areas</i> is a newly defined term in the Growth Plan, 2017. The new term replaces the 2006 Growth Plan's "intensification areas" and "intensification corridors". We note that the Region is proposing to add the term Strategic Growth Area to their OP through this amendment and have provided a definition that conforms to the Growth Plan.	Growth Plan policy 3.2.2.2 b), 3.2.2.2 d) Growth Plan definition for strategic growth areas	The Region should revise or re-profile its objectives to place a heavier emphasis on Growth Plan policy 3.2.2.2 b) by moving 9.A.1 after 9.A.7. It is recommended that the Region revise policy 9.A.1 to better align with the Growth Plan as follows: "Promote and support all modes of safe transport for the movement of goods and people to jobs, housing, school, culture and recreational opportunities, especially in strategic growth areas intensification areas and areas designated for high-density development ."
3	9.A.2	Rather than stating "all modes of transportation" it is recommended that the Region use their newly added term "multimodal transportation system". Additionally, is it recommended that the Region identify "road, rail, marine and air" as examples because walking and cycling are also modes of transportation not listed. This also aligns with the definition of "multimodal" in the Growth Plan.	Technical; Growth Plan definition for multimodal	"Support a connected multimodal transportation system network that allows the efficient movement of people and goods on all modes of transportation (such as road, rail, marine, and air)."
4	9.B.3 & 9.C.5	The Go Transit system is often referred to as	Technical	For clarity, it is recommend that these policies be

1

		the regional transit system.		revised as follows: "Policy 9.B.3 The Region will work with Metrolinx, the Province and other stakeholders to improve linkages between the Niagara R regional T transit Seystems and GO Transit." "Policy 9.C.5 The Region will encourage transit service integration as part of the implementation of an inter-municipal regional transit system ."
5	New Policy 9.C	The Growth Plan places first priority on public transit for transportation infrastructure planning and major transportation investments.	Growth Plan Policy 3.2.3.1	It is recommended that the following policy be added as 9.C.1: "Policy 9.C.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments."
6	9.C.1	The Growth Plan speaks to prioritizing high density areas for public transit in order to optimize return on investment as well as efficiency of transit service. Although Policy 9.C.3 speaks to serving low density areas where operationally and economically feasible, it should also be noted that higher density areas will be prioritized from an investment standpoint. The Growth Plan provides for expanded transit to commercial and institutional development in addition to residential and employment. <i>Strategic growth areas</i> is a newly defined term in the Growth Plan, 2017. The new term replaces the 2006 Growth Plan's "intensification areas" and "intensification corridors". We note that the Region is proposing to add the term Strategic Growth Area to their OP through this amendment and have provided a definition that conforms	Growth Plan Policy 3.2.3.2	Recommend revising as follows: "b) Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;" "bc) Transit service(s) to areas that have achieved, or will be planned to achieve transit supportive residential, commercial, institutional and employment densities;" "cd) Improved linkages from nearby neighbourhoods to major trip generators, including: the St. Catharines urban growth centre, locally designated residential intensification strategic growth areas, employment areas, including tourist location and connection, and major transit station areas;"

2

		to the Growth Plan.		
7	9.C.5	The Growth Plan directs municipalities to work with transit operators, the Province and Metrolinx, where applicable, to support transit service integration within and across municipal boundaries.	Growth Plan 3.2.3.3	Would recommend revising this policy as follows: "The Region will encourage transit supportive integration as part of the implementation of an inter-municipal regional transit system and work with transit operators, the Province and Metrolinx, where applicable."
8	9.C.7 & 9.7.8	It is unclear what is meant by a Go Station Hub.	Technical	Consider clarifying what specifically is meant by this phrase; do these include all GO stations and stops or a particular subset?
9	9.D.1	Planned 'active transportation networks' may intersect provincial highways. For more information on how to plan near provincial highways, please see MTO's Guideline for Municipal Official Plan Preparation and Review found here: http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/standards.shtml	Public Transportation and Highway Improvement Act; Technical	The Region and municipalities should consult MTO early in the planning stage when planning active transportation networks around provincial highways. Technical: It is recommended that "local" be added before "municipalities" in this policy to be consistent with how the Region refers to lower-tiers elsewhere.
10	9.D.7	Active transportation routes cross other provincial highways of all designation.	2014 PPS, Section 1.5.1 a)	The phrase 'and other' should be inserted before Highways.
11	Policy 9.F.9	This policy currently states that local municipalities shall develop official plan policies regarding planned corridors in consultation with and to the satisfaction of the Province. As the approval authority for lower-tier official plans, the Region should also be satisfied with these policies. The Region should consider clarifying that development applications will not preclude or predetermine outcomes of planned corridors but rather the decisions made on these applications may have that effect.	2014 PPS, Sections 1.6.8.1, 1.6.8.2 & 1.6.8.3; Growth Plan policy 3.2.5	It is recommended that this policy be revised as follows: "Local municipalities, in consultation with and to the satisfaction of the Region and the Province, shall develop Official Plan policies that provide protection for planned corridors protection to ensure that decisions on development applications will not predetermine or preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified planning and/or implementation of the above-noted transportation facilities. "

3

		It is also recommended that this policy be revised to align better with the PPS's planned corridor protection policy.		
12	9.G.1	Recommend revising this sentence to read more clearly.	Technical	"The Region will develop and implement by including in this Plan a comprehensive Transportation Demand Management (TDM) strategy to:"
13	9.G.2	To be consistent with the term "Transportation Demand Management <u>strategy</u> " used in 9.G.1.	Technical	"Local municipalities shall develop and implement TDM policies to be incorporated into local official plans that are consistent with the future TDM Study strategy."
14	9.H.1	To ensure consistency with language used elsewhere in the Region's OP, it is recommended that the "Niagara Gateway Economic Zone" and "Niagara Gateway Economic Centre" be revised accordingly.	Niagara Region OP Policy 3.A.1 and Schedule G; Growth Plan Policy 2.2.5.15	"...The Region's goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Gateway Economic Zone and Niagara Gateway Economic Centre. " Or "...The Region's goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Economic Gateway Zone and Niagara Economic Centre. "
15	9.H.3	Recommend revising to clarify that these routes are to be identified specifically for goods movement. The wording in this policy implies that prime employment areas are separate from employment areas which is not the case. Prime employment areas are a subset of employment areas. Additionally, since the Region does not yet have lands designated as prime employment areas, we recommend only indicating employment areas in this policy.	Growth Plan Policies 3.2.4.3	"The Region, in partnership with local municipalities, will identify priority and alternative routes for goods movement into and out of from prime employment and employment areas and other areas of significant commercial activity connecting to the provincial network."
16	9.H.7	Suggest revising to emphasize support for integration of multi-modal goods movement	Growth Plan Policy 3.2.4.2 c)	"The Region will support the development and integration of multi-modal transportation systems

4

		with freight supportive land uses to better align with the Growth Plan. Recommend removing "and people" as this section pertains to Goods Movement. Technical Comment: Remove the quotation mark at the end of the sentence.		and freight supportive land uses to facilitate the movement of goods and people , while ensuring compatibility with adjacent land uses and access to these facilities. ."
17	New Policy 9.H.8	Recommend adding in a policy related to accommodating agricultural vehicles and equipment.	Growth Plan Policy 3.2.4.2 d)	"9.H.8 The Region will work with municipalities, agencies and transportation service providers to develop transportation systems which accommodate agricultural vehicles and equipment, as appropriate."
18	Schedule E-1: Go Transit	Schedule E1 shows three GO Transit stations identified as "major transit stations" and one station identified as "proposed major transit station."		To provide more clarity, please consider: <ul style="list-style-type: none"> - keeping the label 'major transit stations' for the two existing stations (St. Catharines and Niagara Falls) - identifying the planned Grimsby GO station as such to show that it is planned and not existing at this time - Identifying that the "proposed major transit station" (Beamsville station area in Lincoln) as a future recommended station which is not yet committed or funded.
19	Schedule E-1: Transportation Infrastructure	All Niagara Region provincial highways should be shown on Schedule E	2014 PPS Section 1.6.8.1	Revise Schedule E1 to show: <ul style="list-style-type: none"> - Highway 58 extended easterly to Thorold Townline Road - Highway 20 at the south end of Highway 58
20	Active Transportation Definition	It is recommended that this policy be revised to better align with the Growth Plan.	Growth Plan Policy 7	"Active Transportation means any form of self-propelled transportation that relies on the use of human energy such as walking, cycling, inline skating, jogging, or travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed."

Housekeeping Comments:

Throughout	Recommended that "Region" have a capital "R"
9.D.7	As the Ministry of Transportation is only referenced in this policy within Chapter 9, there is no need for an acronym to be established. The Ministry of Transportation is referenced elsewhere, after Chapter 9, in the Official Plan (i.e., definitions) and the acronym is not used. Would suggest removing the acronym.

January 3, 2018

Ms. Alexandria Tikky
Planner
Planning and Development Services
Niagara Region
1815 Sir Isaac Brock Way,
PO Box 1042
Thorold, ON L2V 4T7

Dear Ms. Tikky:

**Re: Proposed Amendment No. 13 to the Region of Niagara Official Plan
 Transportation Policies**

Staff of the Niagara Escarpment Commission (NEC) has reviewed proposed Amendment 13 to the Official Plan for the Niagara Planning Area (ROPA 13) and we offer the following comments. These comments take into consideration the relevant policies of the Niagara Escarpment Plan, 2017 (NEP) which came into effect on June 1, 2017 and the Provincial Policy Statement 2014 (PPS).

Comments on Proposed Policies

Part 2.12 of the NEP contains the revised policies relating to Infrastructure. The objective of this development criterion is "to design and locate infrastructure so that the least possible impact occurs on the Escarpment environment and to encourage green infrastructure and low impact development, where appropriate". ROPA 13 generally supports this objective by encouraging environmentally appropriate modes of sustainable transportation. The proposed policy should be enhanced by also acknowledging that there are locations where transportation infrastructure is discouraged such as in parks, open spaces, the Bruce Trail, prime agricultural areas and Escarpment Natural Areas in order to avoid conflict with NEP policy including Part 2.6.2 e) and Part 2.7.2 e) relating to infrastructure in key hydrologic features and key natural heritage features.

Although the Bruce Trail is identified on Schedule F of the Official Plan, there is no specific reference to it in the Active Transportation policies in ROPA 13. We note that there are trail policies in Chapter 2 of the Official Plan but there is no specific reference to the Bruce Trail. Policy 2.B.2.15 only references "other trails". The NEP supports the establishment of a permanent route for the Bruce Trail and as a footpath, it contributes to active transportation opportunities. Policies to identify and support the Bruce Trail should be considered for incorporation into ROPA 13.

There is a reference in Policy 9.D.6 supporting off-road trails. It is important to indicate in the proposed policy whether these off-road trails would be pedestrian only or if recreational vehicles would be considered. The Bruce Trail is a pedestrian footpath only and the policies of the NEP do not permit intensive trail activities in Escarpment Natural and Escarpment Protection Areas. Only non-motorized trail activities are permitted in these designations.

Proposed policy 9.F.4 states that the Region may acquire additional land for road allowances without an amendment to the Official Plan. Policy 9.C.16 in the existing Official Plan states that an amendment would be required and took into consideration "applicable federal and provincial acts and regulations". If there is no Official Plan amendment, how would the NEC be consulted with respect to road widenings?

Comments on Existing OP policies which are proposed to be deleted/changed

We note that the transportation policies are proposed to be streamlined in comparison to the existing Official Plan policies. In so doing, certain references to the NEP are proposed to be deleted. We do not require the Region's policies to duplicate those of the NEP, but we support clarifying that a different process and infrastructure policies may apply within the Niagara Escarpment Plan Area in terms of planning approvals that relate to transportation routes and infrastructure. For example, Policy 9.C.3 in the existing Official Plan used to reference the NEP with respect rights-of-way but it is proposed to be deleted. Similarly, the need for a Development Permit for road improvements in Policy 9.C.23 and 9.C.31 are also proposed to be removed. We would like to understand why the references to the NEP are proposed to be removed and whether a more general policy in the Region's Official Plan explaining the policy hierarchy between the NEP and the Official Plan is being considered in the alternative. At present, Chapter 1 of the Region's Official Plan, on page 1-8, merely states that the NEP is a "plan of interest" but this does not make clear the implications of the policies of the NEP for transportation-related or other planning matters.

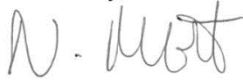
Reference to the environmental assessment process is found in the existing transportation policies (e.g. Policy 9.B.3 and 9.C.23) and reference the need for a Development Permit from the NEC, as noted above. These policies are not found in ROPA 13. Although Chapter 14 of the Official Plan refers to the possible need for an EA in Policy 14.F.3 for municipal infrastructure projects, there is no indication of the role of other agencies, such as the NEC in that process. We would like to better understand the process that the Region would follow in determining the impact of transportation infrastructure on the Niagara Escarpment. Reference to the role of the NEC is only found in Policy 2.B.2.12 b) relating to recreation and tourism. We would like the Region to identify in ROPA 13 that there is a role for the NEC in the EA process for infrastructure, that development permits may be required and that, in the event of a conflict, the policies of the NEP prevail over Regional Official Plan policy, pursuant to Section 14 of the *Niagara Escarpment Planning and Development Act* and consistent with Part III of the PPS with respect to the precedence of the NEP over the PPS and the need for municipal planning decision to not conflict with provincial policy.

There are new policies in the NEP with respect to Scenic Resources and Landform Conservation (Part 2.13). Policy 9.C.5 of the existing Regional Official Plan supports consideration of the impact of road improvements and reconstruction "on the existing landscape". This policy is not contained in ROPA 13 and NEC staff is concerned that the importance of protecting the Scenic Resources and Escarpment Related Landforms of the Niagara Escarpment is not encouraged in the proposed Official Plan amendment.

Thank you for the opportunity to comment on the draft amendment. Please keep us informed as to the next steps in the process for this amendment. Please send us a copy of the staff report that will be sent to your Committee for the statutory public meeting.

If you have any questions, please contact me at 905-877-8363 or nancy.mott@ontario.ca. We would be pleased to arrange a meeting or conference call to discuss NEC comments on the proposed amendment before it is adopted by Regional Council.

Yours truly,



Nancy Mott, MCIP, RPP
Senior Strategic Advisor

c.c. Debbie Ramsay, Manager, NEC

January 10, 2018

Alexandra Tikky, Planner
Niagara Region
Planning and Development Services
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7

Dear Ms. Tikky:

Re: Request for Comments
Proposed Regional Official Plan Amendment 13 (ROPA 13)
Updates to the Transportation Policies, Schedules and Definitions

The Niagara Parks Commission (NPC) has reviewed the draft policies stamped received October 5, 2017 and would comment as follows:

NPC is an agency of the Province of Ontario. The mandate of NPC is the preserving and promoting the natural and cultural heritage along the Niagara River corridor. Niagara Parks is also committed to delivering commercially successful products in a way that ensures benefits for everyone (people who travel, the adjacent communities, and the respective natural, social, and cultural environments). The proposed amendment has been evaluated for its potential impacts on the preservation and conservation of the natural and cultural heritage resources within NPC's jurisdiction including Niagara River Parkway (Niagara Boulevard). In this regard NPC is supportive of the overall goals and objectives of the transportation policy amendment which would will implement the recently completed Transportation Master Plan.

NPC Requested Revisions:

Schedule Changes:

Schedule E1, Transportation Infrastructure does not identify the Niagara River Parkway as a road in the Region. Niagara River Parkway should be at minimum identified as a Niagara Parks Commission road.

Schedule E2- The Niagara River Parkway is a part of the existing cycling network. The scale of the map makes it is difficult to confirm that the entire Niagara River Parkway is identified as part of strategic. Please review and ensure it is included as part of the strategic cycling network.

9. Transportation: Moving People and Goods

Please add:

The Region recognizes that The Niagara Parks Commission's transportation system provides a unique multi-modal, tourist oriented function in the Niagara Region. In order to

Janice Thomson
Chair

THE NIAGARA PARKS COMMISSION
P.O. Box 150, Niagara Falls, ON L2E 6T2
www.niagaraparks.com

Reegan McCullough
Chief Executive Officer

preserve and enhance the tourist oriented function as well as the scenic and natural amenities associated with The Niagara Parks Commission transportation system, access to the Niagara River Parkway is controlled, speed limits may be more restrictive than usual and commercial traffic is restricted.

9.B Coordinated Transportation System Planning

Please add to Policy 9.B.2:

Policy 9.B.2 g) The roads of The Niagara Parks Commission

To support coordination of land use planning that may impact the Niagara River Parkway and strategic infrastructure investments by NPC, the Region and area municipalities, please add the following:

Policy 9.B.6: The Region will work with The Niagara Parks Commission to improve linkages between the regional transportation system and NPC's transportation system.

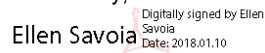
9.D Active Transportation

NPC requests the following be added as Policy 9.D.5

Policy 9.D.8 The Region will encourage The Niagara Parks Commission to develop active transportation infrastructure and supporting policies in alignment with the Strategic Cycling Network.

Thank you for circulating the draft ROPA no. 13 for our review. If you have any questions or would like to discuss our comments with in more detail, please let me know. Please keep NPC informed with regard to this process.

Yours truly,

 Digitally signed by Ellen Savoia
Date: 2018.01.10 17:15:14 -05'00'

Ellen Savoia, MCIP, RPP
Senior Planner

Janice Thomson
Chair

THE NIAGARA PARKS COMMISSION
P.O. Box 150, Niagara Falls, ON L2E 6T2
www.niagaraparks.com

Reegan McCullough
Chief Executive Officer



Authorized commenting Agency for



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

November 29th, 2017

Ms. Alexandria Tikky
Planner, Planning and Development Services
Niagara Region
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON
L2V 4T7

Via email: Alexandria.Tikky@niagararegion.ca

Dear Ms. Tikky:

**RE: Regional Official Plan Amendment, Niagara Transportation Master Plan
Our File No. PAR 37626**

This letter is in response to notification of the Region's Official Plan Amendment (ROPA) to implement the Niagara Region Transportation Master Plan. We have reviewed the amendment and would request the Region consider the addition of the following:

Amend Policy 9.D.6 by adding:

Where such corridors include the TransCanada Pipeline right-of-way, the Region shall require early consultation with TransCanada or its designated representative for any proposals within 30 metres of its pipeline centreline."

Add Policy 9.F.10:

"TransCanada PipeLines Limited (TransCanada) has high pressure natural gas pipelines crossing the Region. TransCanada is regulated by the National Energy Board (NEB) which has a number of requirements regulating development in proximity to its pipelines. This includes approval requirements for activities within 30 metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across on or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way and the use of explosives."

Thank you for the opportunity to comment. If you have any questions or require any additional information please don't hesitate to contact our office.

Sincerely,

Darlene Presley,
Planning Coordinator
On behalf of TransCanada PipeLines Limited



December 15, 2017

Alexandria Tikky
Planning and Development Services
Niagara Region
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON L2V 4T7

**Re: Proposed Regional Official Plan Amendment 13
Transportation Policy Update
Request for Comments**

Dear Ms. Tikky:

Thank you for circulating the draft amendment. City staff – Planning, Municipal Works and Transportation – has reviewed the draft amendment and offer the following comments.

1. Complete Streets

- a) The policies should provide flexibility to the lower tier with respect to implementation in order to allow for specific conditions and circumstances.
- b) The policies should recognize that there will be situations where not all of the elements of complete streets can be implemented. Flexibility should be provided in the policies.

2. Connectivity

- a) The Corridor Protection policies and plans should be part of this amendment as these corridors are part of the overall transportation policy framework.
- b) The Region's Transportation Master Plan includes a 2041 Road network Plan and a Phasing Plan which should be part of the amendment. These plans provide the future conceptual network and how it is to be implemented.
- c) There should be policies that speak to road connections between the southern municipalities and the pending South Niagara Hospital Niagara Falls.

Working Together to Serve Our Community

Planning, Building, &
Development
Ext 4247 Fax 905-356-2354
barnsley@niagarafalls.ca

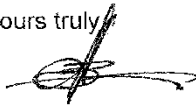
3. Daylight Triangles

- a) The requirements for daylight triangles should be standardized. The City's standards, provided below, are greater than those contained in the proposed amendment and offer specific consideration for roadway classification. Such a discrepancy between upper and lower tier requirements leads to confusion and questions when dealing with development applications. Daylight triangles should be of a size that can provide sightlines and also to provide for sufficient land for infrastructure and streetscape elements.

Road Classification	City	Region (proposed)
Local to Local	5.0 m x 5.0 m	Urban: Signalized = 10 m x 10 m Non-signalized = 6 m x 6m
Collector to Local	5.0 m x 5.0 m	
Collector to Collector	7.0 m x 7.0 m	
Arterial to Local	7.0 m x 7.0 m	
Arterial to Collector	12.0 m x 12.0 m	
Arterial to Arterial	12.0 m x 12.0 m	15.0 metres x 15.0 metres
Outside of Urban Boundary	15.0 m x 15.0 m	

Should you have any questions, please do not hesitate in contacting me. I would appreciate a circulation of the revised amendment in advance of adoption.

Yours truly,



John Barnsley, MSc, MCIP, RPP
Manager of Policy Planning

JB:rm

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Where Ships Climb The Mountain...

Alex Tikky
Planner, Planning and Development Services
Niagara Region
1815 Sir Isaac Brock Way, Thorold ON L2V 4Y6

Thorold
January 3, 2018

**Proposed Regional Official Plan Amendment 13 (ROPA 13)
Updates to the Transportation Policies, Schedules and Definitions
City of Thorold Comments**

Thank you for providing the City of Thorold the opportunity to review and provide comments on the Region's proposed transportation policies, schedules and definitions.

The City is supportive of the proposed policies and the direction they provide to the Region, the local municipalities and agencies for the support and implementation of active transportation, complete streets, public transit and an integrated transportation system.

To further support the goals and objectives of the policies and for clarification the City offers the following comments for consideration:

General

1. It is understood that this proposed amendment is proceeding prior to the Region preparing a new Official Plan. Is it intended that the local municipalities will need to amend their Official Plans following the Province's approval of ROPA 13 or is the Region considering allowing local conformity after the new Regional Official Plan is approved? The City would prefer that flexibility be provided in terms of local implementation to allow for staff and financial budgeting to prepare to undertake the work.
2. The City encourages the Region to consider funding opportunities to assist municipalities with the cost of preparing an Official Plan amendment to conform with ROPA 13. As suggested above, flexibility for implementation would be appreciated.

Policies

1. Policy 9.F.7 mentions the Region's Model Urban Design Guidelines as a tool for providing comments on development applications along Regional Roads. Given that the guidelines were adopted in 2005 and there has been a significant amount of provincial policy changes as well as new best practices, does the Region intend to update this document?

City of Thorold

P.O. Box 1044, 3540 Schmon Parkway, Thorold, Ontario L2V 4A7

www.thorold.com

Tel: 905-227-6613

2. Policy 9.F.9 notes that local municipalities shall develop Official Plan policies to provide corridor protection to not predetermine or preclude the planning of the 'above noted' transportation facilities. Please confirm what the 'above noted' is referring to. It is suggested that this policy be revised for clarification.
3. Policy 9.G.1 – Is the intention of this policy to provide direction to the Region to include policies in the ROP in the future that address TDM? If this is the intent, the City suggests revising the wording of the policy to the following:

"The Region will develop a Transportation Demand Management strategy and will include policies in this Plan to implement the strategy. The strategy will aim to:

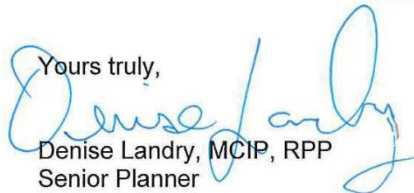
- a) Reduce trip distances and time;
 - b) Increase alternative uses to the automobile;
 - c) Prioritize active transportation, transit and goods movement over single-occupant automobile;
 - d) Expand infrastructure to support active transportation; and
 - e) Consider the needs of major trip generators."
4. Policy 9.G.1 and 9.G.2 refer to a Transportation Demand Management strategy and study. It is suggested that the language be consistent and that only one term be used (strategy or study).
 5. Is the Goods Movement Study referenced in Policy 9.H.1 anticipated to inform future Regional Official Plan policy and if so, is the timing of the study anticipated to align with the new Regional Official Plan?

Mapping

1. It is our understanding that Highway 20, between Highway 58 and the City of Thorold and City of Niagara Falls municipal border is owned by the Province and is managed by the Ministry of Transportation.

If you would like to discuss the comments provided in this letter please do not hesitate to contact the undersigned at denise.landry@thorold.com or at extension 248.

Yours truly,



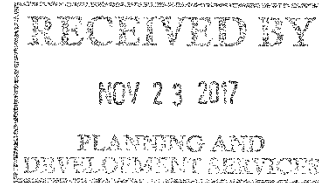
Denise Landry, MCIP, RPP
Senior Planner

cc: Manoj Dilwaria, Chief Administrative Officer



City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2251 | **Fax:** 905-735-8772
Email: devserv@welland.ca | www.welland.ca

November 20, 2017



Alexandria Tikky, Planner
Planning and Development Services
Niagara Region, Planning and Development Services
1815 Sir Isaac Brock Way, PO Box 1042,
Thorold, Ontario
L2V 4T7

Dear Ms. Tikky:

**RE: Comments on Proposed ROPA 13
Updates to Transportation Policies, Schedules and Definitions**

Thank you for circulating the draft Official Plan Amendment. City Staff are generally supportive of the principles of this Amendment, and we look forward to continue to move forward in partnership with the Region on these important transportation matters. As per your request, below please find the City of Welland's comments regarding the above referenced proposed Regional Official Plan Amendment.

Policy Specific Comments

Objective 9.A.5 – Active transportation encompasses more than walking and cycling. Consideration should be given to using walking and cycling and use of public transit as examples.

Policy 9.B.2.a) - Consideration should be given rewording this Policy to read: "Queen Elizabeth Way (QEW) widening from the eastern most boundary of the Region."

Policy 9.B.2.b) – Not all examples provided are interchanges on Highway 406.

Policy 9.B.4 – Reference to Provincial Freeway network should be changed to Provincial Highway network.

Policy 9.C.1(c) – As an urban growth centre is defined on page 10 of the proposed Amendment it is not necessary to specify the City of St. Catharines in this Policy.

Bridging the past, present and future

RE: Comments on Proposed ROPA 13
Updates to Transportation Policies, Schedules and Definitions

November 20, 2017

Policy 9.D.6 – Second sentence in Policy should read: “The Region encourages local municipalities to consider various means to protect and/or acquire such corridors.”

Policy 9.H.1 – Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.

Policy 9.H.1 – Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.

General Comments

Although this is a Regional Official Plan, there are a number of policies throughout the body of the Plan (e.g. 9.C.11, 9.D.1, 9.E.4, 9.E.5, 9.E.6, 9.F.9, 9.G.2, 9.H.2) that obligate local municipalities by using wording such as “local municipalities shall”. Wording which obligates local municipalities should be removed from all Policies.

I trust this information is of assistance. Should you have any questions, please do not hesitate to contact us. If necessary, we would be willing to meet with Regional Staff to discuss these comments further.

Yours truly,



Erik Nickel, P.Eng.
Acting General Manager, Infrastructure and Development Services/City Engineer



Planning and Development Services

December 19, 2017

Sent Via MAIL
(and Email to: alexandria.tikky@niagararegion.ca)

Region of Niagara
Planning and Development Services
1815 Sir Isaac Brock Way, Box 1042
Thorold Ontario, L2V 4T7

Attention: Alexandria Tikky, Planner

Dear Ms. Tikky:

Re: Request for Comments – Proposed Regional Official Plan Amendment 13 (ROPA 13): Updates to the Transportation Policies, Schedules and Definitions

Thank you for circulating the draft Official Plan Amendment. Town Staff are generally supportive of the principles of this Amendment, and we look forward to continue to move forward in partnership with the Region on these important transportation matters. As per your request, below please find the Town of Fort Erie staff comments regarding the above referenced proposed Regional Official Plan Amendment.

Schedules

There are policies related to the Niagara Greater Toronto Area East Corridor (NGTA) within the amendment – this proposed corridor should be illustrated on Schedule E1, as the Ministry of Municipal Affairs requires just about all Planning Act applications located within or adjacent to be circulated to the Ministry for their review.

The Region continues to identify the Stevensville to Bridgeburg Corridor as part of their strategic bike network (Schedule E2), while the Town is greatly supportive of this initiative, have CP or CRX been consulted about this being identified for cycling/trail purposes? If not, this is something the Region may want to consider.

Policy Specific Comments

Objective 9.A.5 – Active transportation encompasses more than walking and cycling. Consideration should be given to using examples; perhaps a more generic statement can be made that doesn't specify certain types of active transportation and is more consistent with the Active Transportation definition.

Policy 9.B.2 – An additional subsection “g” should be included that steps outside of only those provincial identified corridors, to name *“any other corridor that may have the capacity to serve in a transportation function complimentary to provincial and regional transportation systems planning, such as those identified in PPS 2014 section 1.6.8.4 and section 9.D.6 herein.”* .Examples of “other corridors” in this context would include rail and hydro corridors, that if decommissioned, hold great potential for transportation alternatives.

Policy 9.B.3 - For inclusiveness, the Town is suggesting the wording include reference to local municipalities with the following modification, *“The Region, in consultation with local municipalities, will work with Metrolinx, the Province and other stakeholders....”*.

Policy 9.C.1b – Currently, a number of transit agencies provide links or community bus service to areas that do not or will never achieve a density to support service provision. The support of such areas cannot be ignored, and should be addressed in this policy to ensure connection and public equity.

Policy 9.C.3 – Elevate the demand-responsive transit service by replacing the word “encourage” with “supports”. This in relation to such communities as Stevensville, for example.

Policy 9.D.2 – The reference to both the Strategic Cycling Network and Niagara Bikeways Master Plan is confusing. Which plan is being implemented? What is the difference between the two Plans? Should there be an additional schedule showing the Niagara Bikeways Master Plan area?

Policy 9.D.6 – Second sentence in Policy should read: “The Region supports local municipalities in their efforts to protect and/or acquire such corridors.” This topic goes back to the *PPS 2014 section 1.6.8.4* referenced earlier and it would be appropriate for the Region to state “support” as a means of elevating significance. It is shown on the Region’s schedules and therefore is interpreted as supportive.

Policy 9.D.7 – The word “over” in the policy should be more generic as not all crossings are “over” the highway. A suggestion for wording being more generic could be, *“...the provision of safe active transportation crossings of 400 series highways.”*

Policy 9.H.1 – Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.

Definitions

“Active Transportation” – The Town has some concern with the definition, specifically the wording “other powered devices” currently proposed in the Region’s amendment. While similar, there is subtle difference as it relates to “other mobility devices”. The Growth Plan (2017) defines active transportation as:

"Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices **moving at a comparable speed.**" (PPS, 2014) (Emphasis added)

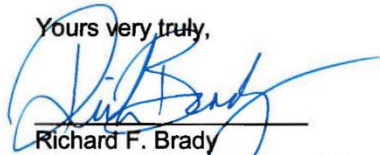
Town Staff would be more supportive of using this type of language (PPS 2014), as it appears to link speed of "other mobility devices" to that of motorized wheelchairs. Common concerns over e-bikes, golf carts, snowmobiles and "other mobility devices" that are not truly AT or accessibility related, are exploiting the AT infrastructure networks and pose a higher degree of risk to intended AT users.

General Comments

Although this is a Regional Official Plan, there are a number of policies throughout the body of the Plan (e.g. 9.C.11, 9.D.1, 9.E.4, 9.E.5, 9.E.6, 9.E.7, 9.F.9, 9.G.2, 9.H.2) that obligate local municipalities by using wording such as "local municipalities shall". Wording which obligates local municipalities should be reviewed and used only when absolutely necessary. It is noted the Growth Plan 2017 policies do not use the word "shall".

I trust this information is of assistance. Should you have any questions, please do not hesitate to contact Lindsay Richardson, Senior Community Planner at Lrichardson@forterie.ca. We would be pleased to meet with Regional Staff to discuss these comments further.

Yours very truly,



Richard F. Brady
Director of Community and Development Services
rbrady@forterie.ca
RB:lr



4800 South Service Road
Beamsville, ON L0R 1B1
TEL (905) 563-8205
FAX (905) 563-6566

December 21, 2017

CN: 3-5-02-12

Alexandria Tikky
Niagara Region
Planning & Development Services
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7

Dear Ms. Tikky:

**Re: Proposed Regional Official Plan Amendment 13 - Updates to the
Transportation Policies, Schedules and Definitions**

At a meeting of the Planning Committee held on December 11, 2017, the following recommendation was adopted:

"For the reasons outlined in PL 17-86, it is hereby recommended:

1. That a copy of PL 17-86 regarding Regional Official Plan Amendment 13 be forwarded to Regional Planning and Development Services; and
2. That Regional Planning and Development Services be advised that the Town supports the proposed Regional Official Plan Amendment 13."

At a meeting of Council held on December 18, 2017, the above noted recommendation was approved. A copy of Report PL 17-86 is attached.

Yours sincerely

A handwritten signature in blue ink that reads "M. Cocchiara".

Monika Cocchiara
Senior Policy & Development Planner

MC:dc
Attach.

website: www.lincoln.ca



e-mail: info@lincoln.ca



Planning and Development Department

TO:	Planning Committee
MEETING DATE:	December 11, 2017
SUBJECT / REPORT NO:	Proposed Regional Official Plan Amendment 13 - Updates to the Transportation Policies, Schedules and Definitions Report PL 17-86
PREPARED BY:	Monika Cocchiara Senior Policy and Development Planner
SUBMITTED BY:	Kathleen Dale, MCIP, RPP Director of Planning and Development

RECOMMENDATIONS:

For the reasons outlined in PL 17-86, it is hereby recommended:

1. That a copy of PL 17-86 regarding Regional Official Plan Amendment 13 be forwarded to Regional Planning and Development Services; and
2. That Regional Planning and Development Services be advised that the Town supports the proposed Regional Official Plan Amendment 13.

EXECUTIVE SUMMARY:

This report provides a recommendation to Committee and Council regarding Regional Official Plan Amendment 13, pertaining to replacing and enhancing the existing transportation policies, schedules and definitions.

HISTORICAL BACKGROUND:

The Niagara Region's Transportation Master Plan (TMP) is a planning document that defines policies, programs, and infrastructure improvements required to address transportation and growth needs from today through to 2041. The TMP addresses needs for all travel modes, including walking, cycling, transit, automobiles, and goods movement. The TMP is needed to ensure that growth is accommodated in a sustainable way, and that transportation decisions foster economic prosperity.

The TMP emphasizes the need to integrate and co-ordinate transportation planning, land use planning, and urban design as part of its implementation to reflect the unique needs of the Region's urban and rural communities.

An amendment to the Regional Official Plan (ROP) is being brought forward under Section 26 of the *Planning Act*, as it is considered an update to the ROP to conform to provincial policies. Updating the transportation policies within the ROP is a key component of the

implementation of the TMP recommendations. The proposed amendment will replace and enhance the existing transportation policies within Chapter 9 of the ROP, as well as update and amend the Plan's other related transportation policies, schedules and definitions. The policies proposed through the amendment will provide consistency with the goals, vision, and recommendations identified in the TMP, and ensure that the Region has current and sound transportation policies that will strategically align with the ongoing comprehensive review of the Regional Official Plan.

The Region has requested that local municipalities review the draft amendment and mapping and forward comments by early January 2018.

FINANCIAL – STAFFING – LEGAL CONSIDERATIONS:

Financial:

There are no financial requirements as a result of the consideration of this report.

Staffing:

There are no additional staffing requirements anticipated because of the consideration of this report.

Legal:

There are no legal implications anticipated as a result of the consideration of this report.

RELEVANT CONSULTATION:

The draft amendment has been posted on the Region of Niagara website and public open house events were held in March and April of this year to raise awareness and receive feedback. Local regional municipalities and provincial agencies have been engaged throughout the process and are given the opportunity to review the draft amendment and provide comments. All feedback is considered toward the development of the new transportation policies.

STAFF COMMENTS:

Regional Amendment 13 (ROPA 13) updates and enhances the Region's transportation policies to be more in line with the goals, vision and recommendations identified in the Region's Transportation Master Plan, as well as conform to Provincial legislation, including the new Growth Plan for the Greater Golden Horseshoe.

Planning Staff is of the opinion that the proposed policy framework appropriately implements a sustainable transportation system that builds, preserves and enhances liveable communities, healthier lifestyles and greater economic competitiveness.

In addition to the enhancement of the existing transportation policies, "Complete Streets" policies were added. Local municipalities are to identify priority roads for the implementation

of complete streets. The Region will work with local municipalities to implement complete streets elements, such as multi-use paths, street lighting, and missing sidewalk links along Regional Roads. The Town's Official Plan does refer to the implementation of complete streets under the Transportation objectives of Section 6 and under the Urban Design Principles of Section 8.

The addition of Schedule E1, "Transportation Infrastructure" recognizes the proposed major transit station in Beamsville, which is consistent with the goals and vision of the Region's Go Hub and Transit Stations Study and draft Secondary Plan for this area, as well as with the policies and future transit station mapping in the Town's Official Plan.

The addition of Schedule E2, "Strategic Cycling Network" is also consistent with the Town's Official Plan with regards to the location of bikeway paths in the Town.

The updated definitions are consistent with the Town's Official Plan, as many of these terms in the Town's Official Plan refer to the definitions in the Provincial Policy Statement or Regional Official Plan.

Planning Staff is of the opinion that ROPA 13 is consistent with the objectives and policies of the Lincoln Official Plan to provide a safe and adequate system for the movement of people and goods, including active transportation. The updated policies, schedules and definitions are consistent with the Town's Official Plan. On this basis, Planning Staff recommend that Committee and Council support the Region's approval of the proposed Regional Official Plan Amendment 13 (ROPA 13).

ALTERNATIVES FOR CONSIDERATION:

None.

ALIGNMENT TO CORPORATE PLAN:

The Roads, Transportation and Traffic Strategy identified in the Corporate Plan adopted by Town Council encourages deliberate and purposeful planning resulting in improved road conditions, travel options, safety and convenience. This strategy also supports Regional transportation initiatives. As such, the policies proposed through ROP Amendment 13 will result in increased alignment with the Corporate Plan.

ATTACHMENT:

Appendix A: Draft Amendment 13: To the Official Plan for the Niagara Planning Area, including Draft Table 9-1 & Draft Schedules E1 and E2.

Proposed Regional Official Plan Amendment 13: Update to Transportation Policies

Executive Summary:

The purpose of this report is to provide Council with information regarding proposed Regional Official Plan Amendment 13 which will update the transportation policies in the Region Official Plan to reflect the recently approved Regional Transportation Master Plan.

Background:

The Region recently completed a Transportation Master Plan (TMP). The TMP defines policies, programs and infrastructure improvements needed to address the Region's transportation and growth requirements until the year 2041. In order to incorporate the recommendations of the TMP, Regional staff initiated an amendment to the Regional Official Plan transportation policies to provide consistency with the goals, vision and recommendations identified in the TMP.

Committee may recall that the Director of Public Works & Utilities provided a report on the September 5, 2017 meeting agenda which provided information and recommendations relating to the Regional TMP. The report was received for Council's information and forwarded to the Region in response to their request for comments on the TMP.

The Town has a further opportunity to provide input and have been requested to comment on proposed Regional Official Plan Amendment 13. The proposed draft amendment has been included as Appendix A.

Staff Comments:

The proposed amendment was circulated to the Community Planning and Development, Public Works and Utilities and Recreation, Culture and Wellness Departments for review and comment. The following comments have been provided:

From the Department of
 **Community Planning
& Development**

20 Pelham Town Square P.O. Box 400 • Fonthill, ON L0S 1E0 p: 905.892.2607 f: 905.892.5055
pelham.ca

Proposed Regional Official Plan Amendment 13: Updates to Transportation Policies
December 4, 2017

- Section 9.D Active Transportation does not include support for local Active Transportation Master Plans. Policy 9.D.3 indicates that the Region will fund the implementation of the Niagara Bikeways Master Plan along Regional roads. The draft policies should be amended to reflect support, funding and alignment with local Active Transportation Plans also. In addition, Section 9.D Active Transportation is weighted heavily toward cyclists (4 of 7 policies). The draft policies should be amended to recognize other users as well.
- In Section 9 Complete Streets, Policy 9.E.7 indicates that the Region will work with local municipalities to implement complete street elements, such as multi-use paths, street lighting and missing sidewalk links along Regional roads. Staff suggest that this policy be clarified as to who will be funding these elements on Regional roads. Further, Policy 9.E.8 indicates that elements of complete streets that fall under local jurisdiction shall be maintained by the local municipality. Staff request clarification of what is meant for “those elements that fall under local jurisdiction” and have concerns about the additional cost burden this may cause for local municipalities. This concern was similarly expressed in the September Committee Report regarding the TMP.
- In addition, Section 9A General Objectives should include direct reference to accessibility and age-friendly. Staff recognize that these items have been addressed indirectly in the definition of “complete streets”, however would like to see these items included in the objectives also. Further, staff suggest the need to provide accessible and age-friendly features be included in Policy 9.E.2 as a criteria for consideration of a complete street.
- With respect to Section 9C Public Transit, the Region must provide services that are currently being offered in small rural municipalities and recognize that it may not be as economically feasible as for larger municipalities. Transit must support all employment areas (ie. Fenwick, Fonthill, Ridgeville, etc.) in small municipalities. Staff have particular concern with Policy 9.C.3 which indicates that the Region will encourage the provision of demand-responsive transit service, where operationally and economically feasible, in local municipalities to serve low-density areas. Public transit must be available to all, including seniors and families living in rural communities that may not require accessible transit. There are a growing number of healthy seniors staying in their rural homes longer as they cannot afford to move elsewhere. Public transit is a major part of quality of life for all residents.



Proposed Regional Official Plan Amendment 13: Updates to Transportation Policies
December 4, 2017

- Finally, Staff note that Schedule E1 Transportation Infrastructure shows the portion of the Steve Bauer Trail between Murdoch Street and Church Street as Railway (Inactive). Some of this portion of the former railway has already been converted into a recreational trail and the remainder is anticipated in the future.

Prepared by: Shannon Larocque, MCIP RPP, Senior Planner

Reviewed by: Barbara Wiens, MCIP RPP, Director of Community Planning and Development

Alternatives:

Committee may direct staff not to forward the report to the Region in response to the request for comments. Failure to provide comments to the Region by January 3, 2018 will result in the assumption that the Town has no comment or objection to the proposed amendment.

Committee may provide additional comments and direct staff to forward them to the Region in response to the request for comments.

Recommendation:

THAT Committee receives this report for information; and

THAT staff forward a copy of this report to the Region of Niagara Planning and Development Services in response to the request for comments.



20 Pelham Town Square P.O. Box 400 • Fonthill, ON L0S 1E0 p: 905.892.2607 f: 905.892.5055
pelham.ca

DATE: December 4, 2017

REPORT NO: PD-165-17

SUBJECT: **Recommendation Report
Regional Transportation Policies**

CONTACT: Madyson Yule, Planner II
Brian Treble, Director of Planning and Building

OVERVIEW:

- **Regional Staff and consultants presented a detailed Transportation Master Plan to Regional Public Works Committee in July of 2017 entitled “How We Go.”**
- **In order to implement the Transportation Master Plan, Regional Planning Staff have commenced a Regional Official Plan Amendment process (ROPA 13).**
- **Township Planning and Public Works staff write this report at this time to ensure that all important transportation actions for West Lincoln have been appropriately incorporated into ROPA 13.**
- **This report is written to request that Regional Staff ensure that ROPA 13 incorporates all required transportation projects and a commitment to a timeline to ensure sustained growth can continue in West Lincoln for the benefit of the whole region.**

RECOMMENDATION:

1. That, Report PD-165-17, regarding “Regional Transportation Policies”, dated December 4, 2017, be RECEIVED; and
2. That, Committee and Council endorses this report and recommends that this report be forwarded to Regional Planning Committee and Regional Council as the Townships comments.

ALIGNMENT TO STRATEGIC PLAN

- **Value:** To control and monitor growth in accordance with Official Plan and Growth Management Strategy.
- **Objective:** Working with the Region of Niagara, other government planning bodies, and developers to create a long-term growth strategy which supports the essence of the small rural community of West Lincoln.

BACKGROUND:

The Region has undertaken an extensive amount of work in order to implement the growth and employment targets for the Niagara Region to 2041. The Transportation Master Plan was one key component of the Region's work on this long range growth plan project. It is important to integrate and coordinate the transportation plan, land use planning, and urban design to controls and to monitor growth within West Lincoln.

The Transportation Master Plan is a comprehensive strategic planning document that defines policies, programs, and infrastructure improvements required to address transportation and growth needs from today through to 2041. The Transportation Master Plan will address needs for all travel modes, including walking, cycling, transit, automobiles, and goods movement. The Transportation Master Plan began in the fall of 2015 where the first stage established a Vision and Context, The second stage took place between the spring and summer of 2016, and Transportation Master Plan Opportunities in Niagara were identified; Transportation Master Plan Supporting Strategies were developed in the third stage of the summer/fall of 2016, and the Region finalized the fourth stage where the Transportation Master Plan was presented in July 2017. Throughout each stage of the TMP, stakeholders, and the public were consulted and provided opportunities for input.

In alignment with the Transportation Master Plan, Regional Planning staff informed Regional council of the intent to initiate an Amendment to the Regional Official Plan to replace and enhance the outdated existing transportation policies in Chapter 9 of the Regional Official Plan with comprehensive policies developed as part of the Transportation Master Plan. The Amendment (ROPA 13) will be brought forward under Section 26 of the Planning Act, as it is considered an update to the Official Plan to conform to provincial policies.

CURRENT SITUATION:

Planning Staff and Council members have attended an Open House and Public Meeting for ROPA 13, as well as Planning Committee for The Regions Transportation Master Plan. Significant details and a commitment to transportation improvements in West Niagara are an important component of this work.

ROPA 13 should be detailed enough to adequately implement all components of "How We Go" in a timely fashion. As a result, this report is being written to highlight specific concerns and details that Regional Staff should review and incorporate into ROPA 13 with commitment to dates and details to implement the "How We Go" Transportation Master Plan.

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The Transportation Master Plan is both an important guiding policy document and a technical support document that defines the transportation services and infrastructure requirements to accommodate planning growth, changing travel characteristics and emerging technologies over the next 25 years. The approval of the Transportation Master Plan allows the planning momentum from the region to continue planning and building for a better Niagara Region as a whole.

The Township of West Lincoln requests commitment from the Region on the following matters within the Transportation Master Plan which relate to West Lincoln, as well as the proposed timeframes for these projects, which are outlined in the implementation section of the TMP, to be included in ROPA 13:

- a) That within the 2018-2019 time period the Region will finalize The **Niagara Trade Corridor Sub-Committee** (Regional/Provincial/Federal) as defined, as a committee which will be responsible to the Niagara Transportation Steering Committee and be comprised of Regional councillors, Municipal Councillors, Public Works Staff, and Planning Staff to ensure that the long term transportation infrastructure requirements such as the Niagara-Hamilton Trade Corridor and Niagara Escarpment Crossings are strongly advocated at both the Provincial and technical levels for approval, funding and implementation.
- b) The Region completed a **Niagara Escarpment Crossing** Transportation Study in 2016, which identified the need to improve road crossing of the Escarpment to allow for safe and efficient movement of trucks. The recommendation includes a new escarpment crossing and improving the operation of the existing crossings.
1. Download Mountain Road (Grimsby) and Mountain Street (Lincoln) from regional to municipal jurisdiction so that provisions can be made to reduce truck traffic in the built up areas along these roadways.
2. Extend Bartlett Avenue (Grimsby) from Main Street East to Mud Street East. The extension alignment must include significant improvements to the Park Road corridor.

The Projected Transportation improvements for **Niagara Escarpment Crossing** within the Niagara Region should include more details regarding implementation of the project as well as a projected date to be finished within the Regional Official Plan Amendment 13. The Niagara Escarpment Crossings Project is within the Regions Road Action plan which is expected to be completed in the short term phase outlined in the Transportation Master Plan, which has a timeline set by the Region of 2017-2021. More details regarding the Niagara Escarpment

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Crossings should be defined and incorporated in the Regional Official Plan Amendment.

- c) "How We Go" states that The Niagara Region, in conjunction with The Ministry of Transportation, and City of Hamilton shall undertake a role and function study that defines future role and corridor (trade corridor, international/inter-regional travel corridor), opportunities (road improvements including the Smithville Bypass) and implementation strategies (jurisdiction, costs, timing) The Niagara Region has a timeframe of 2018-2019 for the **Regional Road 20/Highway 20 role and Function study**. The Region has a deadline for this project to be completed within the short term timeframe, which will be completed between 2017-2021. More details regarding Regional Road 20/Highway 20 role and function study are requested to be incorporated into ROPA 13.
- d) The Regions action plan states that the Region would like to Advocate and work with the Ministry of Transportation for capacity improvements to accommodate inter-regional and international travel demand, which includes building a new Niagara-Hamilton Trade Corridor. The Niagara Hamilton Trade Corridor which connects Niagara Region from Fort Erie to Hamilton in the vicinity of the Hamilton Airport/Highway 403, would address the more immediate demands of moving goods in and through Niagara in the absence of the full NGTA corridor. The TMP Action Plan has set out to have these works completed within the medium/ long term timeframes. (between 2022-2041) The Region should incorporate more details of this project including associated timelines within the Regional Official Plan Amendment 13.
- e) The Smithville by-pass was identified as one of the 5 sub-areas identified in the Regional Transportation Master Plan. These subareas were identified based on their current and anticipated future traffic demands and history of traffic operations or safety concerns.

Since it has not yet been established how the Smithville bypass is to be configured, this subarea analysis was put on hold. Although the subarea analysis was not conducted for the Smithville Bypass, consideration of the bypass has identified that several transportation initiatives that may be interconnected and as such should be addressed. Based on these considerations, the following is recommended:

1. That the Region and the Township of West Lincoln establish the preferred routing for the Smithville Bypass, either on the north side or south side of downtown Smithville, and conduct the subarea analysis to establish local traffic impacts and identify required infrastructure and operational

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- improvements;
- 2. That the Region continue working with Hamilton, Halton, Peel and Waterloo Regions to advocate for a Niagara-GTA corridor as an alternate route to the QEW, connecting Fort Erie to the GTA through south Niagara (previously known as the Mid-Peninsula highway); and
- 3. That the Region undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension.

Township staff feel that the Smithville By-pass as part of sub-area 5 within the 10 year road capital improvement program should be better described with reference to the new 25 year horizon timelines and how it is going to be implemented in the Regional Official Plan Amendment 13.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

INTER-DEPARTMENTAL COMMENTS

Township Planning Staff, Public Works Staff have worked jointly to prepare this report and compare against the "How We Go" Master Transportation Plan.

Township Planning and Public Works staff will be working closely to ensure that required Regional Transportation Infrastructure is part of ROPA 13.

CONCLUSION

Overall, Planning Staff request confirmation that the items noted in this report will be implemented through the Regional Official Plan Amendment 13. Growth in West Niagara requires these infrastructure improvements within a reasonable timeline and as such they should be incorporated into ROPA 13 with specific detail.

Staff will monitor the progress of ROPA 13 and will seek future Committee and Council support as required.

ATTACHMENTS

- 1. Regional Council Presentation
- 2. ROPA 13 Recommendation Report
- 3. Draft ROPA 13

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Prepared by:

**Madyson Yule, B.A.
Planner II**

**Brian Treble, RPP, MCIP
Director of Planning and Building**

**Carolyn Langley
Clerk/Acting CAO**

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www.niagaracca.org

c/o David Hunt
59 Berkwood Pl.
Fonthill, Ontario
L0S 1E2

December 11, 2017

Mr. Frank Fabioano
Niagara Region,
1815 Sir Isaac Brock Way ,
P.O. Box 1042, Thorold, Ontario
L2V 4T7

Re: Proposed Regional Policy Plan Amendment No. 13

Dear Mr. Fabioano:

The Niagara Cycling Clubs Alliance (NCCA) is a recently formed non-profit group of six bicycle clubs all within the Niagara Region, with an overarching aim of getting more people safely on bikes. We have a combined membership of about 800 individuals and represent a broad spectrum of cycling including on-road racing, recreation touring and off-road mountain biking.

We recognize the importance of Official Plan policies to set a direction on achieving community values and giving teeth to important quality of life aspects within municipalities. Our passion is cycling and therefore we are pleased with many aspects in the proposed plan that are bicycle friendly such as the policies on complete streets, public transit, transportation demand and systems management and the separate section on active living.

Our comments and suggestions below are informed by the working group of five Regional Active Transportation Advocates, who have met with Regional staff on this project, and four of whom are members of NCCA clubs. We agree with the policy gaps below that this group has identified between the proposed Plan Amendments and the recently approved Niagara Region Transportation Plan (TMP) and the current bicycle transportation objectives, policies and mapping as approved in the existing Regional Official Plan (By-Law 33-2010).

Regional Active Living Advisory Committee – It is important to have cycling expertise and champions within government in the form of an active living advisory committee. This has been one of the hallmarks of almost every Bicycle Master Plan in the past, including Niagara's since 1995. Therefore, the proposed policy amendment should include appropriate wording to continue support for this type of advisory committee.

Cycle Tourism – Cycle tourism has a significant economic benefit to Niagara and is one of the reasons used to justify cycling infrastructure and programs. Local cyclists in our clubs appreciate the resources and expenditures on cycle tourism since we also get to use those facilities. Therefore, we agree that the following tourism enhancements should be included in the new amendments:

General Objective 9.A.1 – Add the words “**and tourist**” after the word recreational in the second line as follows:

Promote and support all modes of safe transport for the movement of goods and people to jobs, housing, school, culture, recreational **and tourist** opportunities, especially in intensification areas and areas designated for high-density development.

Policy Section 9.D Active Transportation – An additional policy would be beneficial to support cycle tourism in a consultative partnership manner as follows:

Niagara supports the promotion and delivery of active tourism including cycling and hiking in the region and will work in collaboration with other key partners by consulting such organizations as Venture Niagara, Brock University, Metrolinx, and the Ministry of Tourism, Culture and Sport, to enhance and expand Niagara as a premier active tourism destination.

Intermodal Inclusiveness – Active living components such as cycling and walking should clearly be part of any intermodal policy considerations. Therefore, it is suggested that the following items be incorporated into the proposed amendments:

Objective 9.A.2 - after the word “road” in the 2nd sentence add the words “**trails, sidewalks**” as follows:

Support a connected transportation network that allows the efficient movement of people and goods on all modes of transportation (road, **trails, sidewalks**, rail, marine, and air).

Objective 9.A.3 - add the words “**offering mobility choice and**” after the words “dependency by” as follows:

Reduce automobile dependency by **offering mobility choice and** enhancing opportunities for residents, workers, and visitors to walk, cycle, take transit and carpool.

9.C Public Transit, Policy 9.C.1.f) - add the word “**intermodal**” after the words “Park-and-ride” and the words “**and bicycles**” after the word “vehicles” as follows:

f) Park-and-ride **intermodal** facilities with priority spaces for carpool, carshare vehicles **and bicycles**;

9.C Public Transit, New Modal Integration Policy - add the following policy to emphasize the importance of a comprehensive intermodal approach as follows:

The Niagara Region will work with local municipalities, Provincial transit authorities and other interested parties to fully integrate bicycling and transit for utilitarian, recreational and tourism purposes by allowing users to access both modes of transportation through intermodal opportunities that offer a full range of supportive infrastructure and programs (e.g. allowing bicycles on transit vehicles during off-peak periods, bicycle racks on buses, bicycle lockers at major transit stops, sheltered/secure bicycle parking facilities at public and institutional workplaces and for bike and ride tourist/recreational/utilitarian trips, and bicycle route connections to key transit stations).

Expenditures and Cost Incentives – Public expenditures should include a full cost benefit analysis that addresses health and environmental aspects as well as direct costs. Also, any cost sharing incentives should be clearly defined to have maximum effects. Therefore, we agree that the following modifications be included:

Objective 9.A.7 - a broader interpretation of costs should be included by replacing the word “**financially**” with the words “**cost effective**” and by pluralizing the word **modes** as follows:

Encourage the most **cost effective** and environmentally appropriate **modes** of sustainable transportation to reduce greenhouse gas emissions.

Policy 9.D.4 – It is critical that Regional financial support be continued to local municipalities for bicycle infrastructure components of the Regional Bicycle Network that fall on local municipal roads. The TMP recommended that this grant envelope be increased from \$200,000 per year to \$1 million. Therefore, it is recommended that proposed Policy 9.D.4 be revised by adding the following wording “**and cost share with**” after the word “support” as follows:

The Region will support **and cost share with** local municipalities in implementing sections of the Niagara Bikeways Master Plan that are within their jurisdiction, with a priority for elements identified in the Strategic Cycling Network

Schedule E2 Implementation Targets – Setting implementation targets will allow a means of measuring progress. The infill corridors of the Strategic Cycling Network are based on a 10 year horizon which should be recognized, while completion years should also be set for the entire Regional Bicycle Network in Schedule E2.

Schedule E2, Bicycle Routes – Bicycling routes in the Strategic Cycling Network in Schedule E2 should duplicate those in the Strategic Cycling Network map in both the approved TMP and the Strategic Cycling Network Development Technical Paper. Any missing bicycle routes in Schedule E2 should be included.

Policy 9.D.1, Cross-Border Connections – Niagara enjoys many cross-border active living connections with adjacent jurisdictions and regions through such agencies as Metrolinx, the Niagara Parks Commission, the Greenbelt Foundation, Waterfront Regeneration Trust and Bruce Trail Association. These organizations provide route links that enrich active living tourism and provide our club members with a wider variety of cycling destinations and rides.

Therefore, it is recommended that the following sentence be added to the end of proposed Policy 9.D.1 “...**and connections to adjacent municipalities and regions outside Niagara, including cross-border locations.**”

Policy 9.D.1, and Safety – How can a government body, or anyone ensure the safety of the travelling public? Safety can be enhanced as much as possible but there are no guarantees due to many uncontrollable variables. Liability concerns would indicate that the word “ensure” be deleted and replaced by the words “**help strengthen**”. The same concern can be applied to proposed Policy 9. B.4.

Therefore, new wording for Policy 9.D.1 is suggested as follows:

The Region and municipalities will ensure that comprehensive active transportation networks are integrated into transportation planning to **help strengthen** safe, effective travel for pedestrians, cyclists, and others among neighbourhoods and between strategic growth areas, major trip generators, and transit stations **and connections to adjacent municipalities outside Niagara, including cross-border locations.**

Bicycle Routes Off the Regional Bicycling Network:

The Niagara Region is one of the best areas in the Province for cycling due to its high density of paved bicycle friendly back roads, and off-road trails. One look at the Niagara Region Bicycling Map gives testament to this reality. Additional space for cyclists and hikers in the form of paved shoulders would make these on-road routes more attractive and safer. Therefore, the current Official Plan Policy 9.F.5 that directs

the Region to provide 0.5 to 1.5 metre shoulders on all Regional Roads where possible should be continued as a new proposed policy in Section 9.D Active Transportation as follows:

Off of the Strategic Bicycling Network, the current practice of providing an extra 0.5 to 1.5 metres of paved shoulder along Regional Roads will be continued where possible.

Trip-End Bicycle Facilities:

Cyclists need to have their bicycles locked up securely at key destinations and have change facilities available at certain locations such as employment centres. These types of trip-end facilities stand to greatly encourage cycling trips for all purposes. Therefore, we agree with having the following new policy to be included in proposed Section 9.D Active Transportation:

Regional and local municipal policies and zoning provisions shall be amended to require that all proposed new development and infrastructure undertakings considered at the Environmental Assessment and/or planning approval stages, incorporate minimum provisions for safe and secure short term and long term bicycle parking and end-of-trip change facilities in high activity areas, such as work places, higher density residential development and public facilities.

Five E's - Engineering, Encouragement, Education, Enforcement, and Evaluation

Applying the five E's to incorporate a more bicycle and active living friendly environment gives cyclists and hikers a measure of comfort that their mobility concerns will be addressed in a holistic, comprehensive manner. A new policy should be included in proposed section 9.D that recognizes the importance of the five E's as follows:

The Region will apply a comprehensive approach to providing walking and cycling friendly environments by incorporating the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) in all related delivery and life cycle activities (e.g. planning, design, construction, operations and maintenance). Recognized planning and design standards will be used and partnerships established with other appropriate service delivery bodies like the Niagara Region Police Service, Regional Public Health, Heart Niagara and Venture Niagara for enforcement, education and promotion initiatives.

Protected Intersections

All cyclists know that added attention and precaution is needed at intersections where multiple turning movements increases the risk of collisions. Any increased policy focus at these sites would be most welcomed, and the proposal below to include it within the

Complete Streets sections seem appropriate. Therefore, it is recommended that the first sentence in proposed Policy 9.E.2 be modified by deleting the word “**should**” and including the words “**including protected intersections, will**” as follows:

The implementation of complete streets including protected intersections will be considered for Regional Roads that meet any of the following requirements:

Proposed Policy 9.F.7 - Strengthen Reference to Niagara Region Model Urban Design Guidelines and Complete Streets Design Guidelines:

The above design guidelines all include support for cycling infrastructure and active living. We would agree with any wording to make these guidelines more enforceable. It is therefore recommended that the words “**have regard to**” be deleted and replaced by the words “**conform with**” in Policy 9.F.7 as follows:

The Region will **conform with** the Niagara Region Model Urban Design Guidelines and Complete Streets Design Guidelines when providing comments on development applications located along Regional Roads.

Policy 9.G.1 - Prioritizing Sustainable, Active Living Road Users through Transportation Demand Management (TDM)

The tool box for TDM strategies includes sustainable, active living modes of transportation such as cycling and walking. These vulnerable means of mobility would also deserve added attention from a safety and climate change perspective. Therefore, the order of listing various approaches can be important and we agree with the recommendation that proposed Policy 9.G.1 be modified to give clear priority to the most vulnerable road users by revising the order of elements at the end of the first sentence, and by including an additional element and wording as follows:

**“...to implement these strategies in the following order of priority:
c) to become a),
d) to become b),
b) to become c),
new element identified below to become d),
a) to become e), and
e) to become f)”**

An additional element to providing a comprehensive TDM strategy could include considerations to:

“d) Consider the provision of incentives and rewards for sustainable travel trips”.

Suggested wording for proposed Policy 9.G.1 would therefore read as follows:

The Region will include in this Plan a comprehensive Transportation Demand Management (TDM) strategy, developed and implemented by these approaches in the following order of priority:

- a) Prioritize active transportation, transit, and goods movement over the single-occupant automobile;**
- b) Expand infrastructure to support active transportation;**
- c) Increase alternative uses to the automobile**
- d) Consider the provision of incentives and rewards for sustainable travel trips;**
- e) To reduce trip distances and time;**
- f) Consider the needs of major trip generators.**

Thank you for the opportunity to provide our thoughts on this important policy amendment to the Official Plan. Please feel free to contact us for any questions or points of clarification. We also wish to be notified of any future meetings, reports or discussions on this proposed Amendment, including future notice of Council's decision. Please e-mail any future communications to David Hunt, at jordave@cogeco.ca

Yours sincerely,

David Hunt, for:
NCCA Clubs

Cc Niagara Cycling Clubs Alliance:

Amici per la Vita Niagara Cycling Club, Marcus Klein, President
Bikefit Sunflower Squad Inc., Sarah Pineau, President
Forza Niagara Cycling Inc., John Rikkerink, President
Niagara Freewheelers Bicycle Touring Club Inc., Rita Dillon, President
Shorthills Cycling Club Inc., Jeff Kerton, President
St. Catharines Cycling Club, Wally Tykoliz, President

Regional Active Transportation Advocates: David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw and Ken Forgeron

Regional Councillors: Alan Caslin, Brian Baty, Tony Quirk and Bruce Timms

Regional Staff: Alexandria Tikky, Planning and Development Services Department
Rob Salewytsch, Regional Public Works Department
Lisa Gallant, Regional Public Health Department

Members of the Regional Active Transportation Sub-Committee
(c/o Rob Salewytsch)



www.niagaracca.org

Wally Tykoliz
c/o David Hunt
59 Berkwood Pl.
Fonthill, Ontario
L0S 1E2

May 29, 2018

Mr. Frank Fabioano
Niagara Region,
1815 Sir Isaac Brock Way ,
P.O. Box 1042, Thorold, Ontario
L2V 4T7

**Re: Proposed Regional Policy Plan Amendment No. 13
Comments and Recommendations on the 2nd Draft of
Regional Transportation Policies**

Dear Mr. Fabioano:

This written submission on the above topic is in response to the Region's Notice of Public Meeting on June 6, 2018 and follows up on our earlier letter dated December 11, 2017. We appreciated Niagara Region's response to that submission which excepted some of our suggestions and we would now like to address those key areas not accepted and which we feel deserve reconsideration.

As in our previous comments, we are thankful for the analysis and work conducted by the five Regional Active Transportation Advocates and our comments and suggestions in this letter are informed by their directions. The NCCA's combined membership of about one thousand cyclists realize the importance to our sport and hobby of a comprehensive Regional Policy Plan that supports the growth of safe cycling.

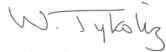
There are nine policy areas in the re-drafted amendment which did not fully incorporate our previous suggestions. Appendix 1 contains the detailed wording of our recommendations and which we feel should be included in the Official Plan amendment to realize the full potential benefits of an active transportation system.

- 1. Integration of Bicycle Parking, Travel and Public Transit**
- 2. Network Implementation Target**
- 3. Financial Incentives to Local Municipalities to Help Build a Regional Network**
- 4. Active Transportation Infrastructure Across Provincial Highways**
- 5. Accommodation of Uses Within Regional Roads Rights-of-Way**

- 6. Incorporation of the Five E's**
- 7. Support for the Regional Active Transportation Sub-Committee (ATSC)**
- 8. Broad Support for Bicycle Tourism, and**
- 9. Definition for Bicycle Infrastructure.**

Thank you for this opportunity to once again provide our comments on this important topic. Please feel free to contact us for any questions or points of clarification. We also wish to be notified of any future deliberations on this proposed Amendment, including Council's final approval. Please e-mail any future communications to the undersigned.

Yours sincerely,



Wally Tykoliz,
President, Niagara Cycling Clubs Alliance
wallytykoliz@cogeco.ca

Cc Niagara Cycling Clubs Alliance Presidents:

Amici per la Vita Niagara Cycling Club, Marcus Klein, President
Bikefit Sunflower Squad Inc., Sarah Pineau, President
Forza Niagara Cycling Inc., John Rikkerink, President
Niagara Freewheelers Bicycle Touring Club Inc., Rita Dillon, President
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Regional Active Transportation Advocates: David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw and Ken Forgeron

Regional Councillors: Alan Caslin, Brian Baty, Tony Quirk, Bruce Timms, Dave Augustyn, Henry D'Angela

Regional Staff: Alexandria Tikky, Planning and Development Services Department
Lisa Gallant, Jackie Jervais, Regional Public Health Department
Carolyn Ryall, Regional Public Works Department

Members of the Regional Active Transportation Sub-Committee
(c/o Carolyn Ryall)

Appendix 1 Recommendations

1. Integration of Bicycle Parking, Travel and Public Transit:

- “That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons.”
- “That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided at and to transit facilities, public and institutional areas, and employment areas.” *Regional staff appear to support this recommendation, but the Niagara Parks Commission should also be added to the list of transit partners.*

2. Network Implementation Target:

- “That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.”
- “That Policy 9.D.2 be further modified as follows:

Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region’s Transportation Master Plan (TMP). Over the next 10 years the “Potential Infill Corridors” identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.”

3. Financial Incentives to Local Municipalities to Help Build a Regional Network:

- “That Policy 9.D.4 be modified as follows:

Policy 9.D.4 The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.”

4. Active Transportation Infrastructure Across Provincial Highways:

- “That proposed Policy 9.D.8 be revised to delete the word “encourage” and replace it with the words “provide for” to ensure the provision of active transportation facilities across Provincial Highways.” *Regional staff appear to support this recommendation.*

5. Accommodation of Uses Within Regional Roads Rights-of-Way:

- “That proposed Policy 9.F.2 be modified to add “active transportation facilities” to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.”
- “That proposed Policy 9.F.8 be modified to add “active transportation corridors” to the list of possible uses that would be considered for protection within Regional Roads rights-of-way planned corridors.” *Regional staff appear to support this recommendation.*

6. Incorporation of the Five E’s

- “That a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E’s as follows:

That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.”

7. Support for the Regional Active Transportation Sub-Committee (ATSC):

- “That the following new Policy be included in Section 9.D:

The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.”

8. Broad Support for Bicycle Tourism:

- “That a new Objective in Section 9.A or new Policy in Section 9.D be added to the Amendment stating:

Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.”

9. Definition for Bicycle Infrastructure:

- “That the wording changes suggested below in underline and ~~cross-outs~~ be made to the definition of bicycle infrastructure in Part III- Definitions:

Bicycle Infrastructure

means all *infrastructure* and facilities used for cycling, including bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, ~~and~~ off-road trails) trip end facilities such as ~~and~~ bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling supportive items such as bike repair stations and priority signal lights.”

November 24, 2017

Mr. Frank Fabiano
Regional Clerk
1815 Sir Isaac Brock Way
P.O. Box 1042, Thorold, Ontario
L2V 4T7

Dear Mr. Fabiano;

***RE: Preliminary Comments and Recommendations on
Proposed Regional Policy Plan Amendment 13:
Transportation Policies***

We are a group of active transportation advocates. The primary focus of our comments is the Active Transportation section of Amendment 13 to the Regional Official Plan. We believe that active transportation and public transit are important factors in creating healthy communities. We also believe that the development of a safe and integrated active transportation network can contribute to economic development, the protection of the environment and social equity, all of which are fundamental to establishing sustainable communities.

The changes proposed in this submission (attached as Appendix 1) are intended to strengthen the proposed active transportation, and other, policies contained in Amendment 13. The changes proposed also provide clearer implementation targets and offer some additional more detailed tools for achieving the General Objectives in the Amendment. The proposed changes reflect policies that are already contained in the existing Transportation Section of the Regional Official Plan (Section 9.F) or in the Transportation Master Plan recently approved by Council (October, 2017). These existing policies are important. We were therefore disappointed that many were not retained in the proposed Amendment apparently in the interests of creating a more flexible, less directive, bare bones policy set. In our view some more clarity and direction is required if the Region wants to be successful in implementation.

While we have identified several policy improvements which we believe are important, we believe that the proposed Transportation Policies contain many strong components. We commend the Region for creating policies that emphasize an integrated network of transportation modes. We also recognize and applaud the policy direction to enhance the active transportation network and infrastructure. It is hoped that our suggested changes will help make these good proposed policies even better.

We wish to conclude by thanking Public Works and Planning Department staff for meeting with our group on November 16 to discuss our concerns in a positive and constructive manner. We look forward to further discussion. It is requested that we be notified of any future meetings, reports or discussions on this proposed Amendment, including future notice of Council's decision. Please e-mail any future communications to our group in care of David Hunt, at jordave@cogeco.ca

Yours truly;

David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw and Ken Forgeron
Regional Active Transportation Advocates

Attachment: Appendix 1

C: Regional Councillors Alan Caslin, Brian Baty, Tony Quirk and Bruce Timms
Alexandria Tikky, Planning and Development Services Department
Rob Salewytch, Regional Public Works Department
Lisa Gallant, Regional Public Health Department
Members of the Regional Active Transportation Sub-Committee (c/o Rob Salewytch)

Appendix 1

Preliminary Comments and Recommendations on Proposed Regional Official Plan Amendment 13: Regional Transportation Policies

9.A General Objectives

1. There is an opportunity under proposed 9.A General Objectives to incorporate promotion and support for bicycle tourism. **It is recommended in proposed Objective 9.A.1, second line, to take out the word “and” just before the word recreational and add the words “and tourist” after the word recreational”.**
2. Proposed Objective 9.A.2 should provide for a more complete list of modes of transportation. Therefore, **it is recommended that the following be added after the word “road” in the 2nd sentence: “trails, sidewalks”.**
3. Proposed Objective 9.A.3 should be revised to provide added assistance in reducing automobile dependency. **It is recommended that the words “offering mobility choice and” be added after the words “dependency by”.**
4. In proposed Objective 9.A.7 the word “financially” is limited and narrow and is tied to the definition of monetary cost, rather than an assessment of the costs and benefits which may involve benefits that may be hard to measure like improved health outcomes or environmental enhancement. Therefore, **it is recommended that a broader definition be used and that the words “cost effective” replace the word “financially”.** We also believe that there is more than one mode that can be environmentally appropriate (e.g. walking, cycling or transit) **therefore the word “mode” should be pluralized to “modes”.**

9.C Public Transit

5. Proposed Policy 9.C.1.f) appears to focus primarily on automobiles at park and ride facilities. Such facilities could be part of other transit type stations or mobility hubs where other modes of transportation also should be accommodated. Provision should be made, and support given, for better multi-modal integration of the bicycle with other modes of transportation such as public transit. For those who choose to ride their bicycles to new mobility hubs like the ones being planned in Grimsby, Beamsville, St. Catharines and Niagara Falls, **it is recommended that the word “intermodal” be added after the words “Park-and-ride” and that the words “and bicycles” be added after the word “vehicles”.**

6. New Policy Needed: Modal Integration:

A new, more detailed policy is needed in proposed Section 9.C Public Transit, on the need to integrate bicycling and transit for utilitarian, recreational and tourism cycling. The proposed policies in this section seem too vague. Wording similar to current Policy 9.F.9 in the Regional Official Plan seems more appropriate, except that the requirement should also apply to Regional and Provincial initiatives that are, or will be, providing new intermodal transit opportunities. Therefore, **it is recommended that the following policy be added to proposed Section 9.C Public Transit:**

“Local municipalities, the Niagara Region and Provincial transit authorities should integrate bicycling and transit for utilitarian, ~~and~~ recreational and tourism purposes by allowing users to access both modes of transportation through intermodal opportunities. Some Strategies that might be considered include: allowing bicycles on transit vehicles during off-peak periods, bicycle racks on buses, bicycle lockers at major transit stops, sheltered/secure bicycle parking facilities at public and institutional workplaces and for bike and ride tourist/recreational/utilitarian trips, and bicycle route connections to key transit stations”.

9.D Active Transportation

7. In proposed Policy 9.D.1 and the preamble in Section 9 Transportation: Moving People and Goods, three suggestions are offered to address issues of potential municipal liability and the need for broader connectivity to areas outside of Niagara.

- a. We believe that certainty can never be given that “ensures” safe travel for AT or any other transportation network users. There will always be elements of risk due in most part to unpredictable human behavior, despite efforts to make a travel way as safe as possible. Therefore, **it is recommended that the words “to ensure” be deleted and replaced by the words “help strengthen”.** We also note that the same concern can be applied to proposed Policy 9.B.4 and would **recommend that appropriate wording be considered to avoid the notion of ensuring safety.**
- b. This proposed policy also appears to focus only on a region-wide network that connects neighbourhoods, strategic growth areas, major trip generators and transit stations in Niagara alone. As described however in current Policy 9.F.6 and outlined on Schedule D in the Regional Official Plan, the network also provides important connections to areas outside Niagara, including key cross border destinations via international bridge crossings. Moreover, integration with other agencies’ and authorities’ transportation initiatives is a critical planning and implementation requirement including, at minimum, Metrolinx, the Niagara Parks Commission, the Greenbelt Foundation, Waterfront Regeneration Trust and Bruce Trail Association. Therefore, **it is recommended that the following sentence be added to the end of proposed Policy 9.D.1:**

“...and connections to adjacent municipalities outside Niagara, including cross-border locations, as well as inter-regional systems for cycling and hiking.”

As the third suggestion supported by the rational in b. above **it is also recommended that the preamble in Section 9. Transportation: Moving People and Goods be modified in the first paragraph of the last sentence as follows:**

“...within the Niagara Region, across the Greater Toronto and Hamilton area, and beyond”.

8. Proposed Policies 9.D.2 and 9.D.3 appear to provide some general direction on the implementation over time of priority bicycling routes identified in the TMP. However, current Objective 9.F.10 in the Regional Official Plan goes further in committing the Niagara Region to a target of completing the bicycling network over a 15 year period. It is important to set implementation targets as one metric in measuring Niagara’s commitment to AT development. **It is recommended that proposed Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.** This priority network serves as a 10 year capital infrastructure spending guide needed to complete the priority network of cycling routes across Niagara. Unless this is identified in the Official Plan there is no legal mechanism to achieve this target. Unlike the Official Plan approved under the *Planning Act*, the TMP can be changed without public consultation since it has no legal status. **It is also recommended that the proposed Strategic Cycling Network in Schedule E2 be made the same as that in the Strategic Cycling Network map in both the approved TMP and the Strategic Cycling Network Development Technical Paper (assumed to be the same) as at least 10 routes in these latter maps were omitted from Schedule E2.**
9. Proposed Policy 9.D.4 is quite troubling as it appears to abandon Niagara’s leadership role and longstanding financial commitment, through incentives, to complete the Regional bicycling network where local or other non-Regional roads are involved. Through current approved Policy 9.F.3, Niagara has been considered a leader in the Province in incentivizing Regional AT development. At least two other Regions and Counties (York and Essex) in the Province have followed Niagara’s lead by providing financial support (Essex \$3.5m annually, York Region \$500,000 annually) to local municipalities that assist in developing Regional networks. For example, this practice is formalized in the York Region Official Plan (Policy 7.2.6). Local municipalities, however, are still expected to identify, develop and build a finer grid of bicycling routes that connect and serve local neighbourhoods, downtowns, employment areas, commercial development, etc. These local networks should dovetail with the broader Regional network that connects to its partner municipalities and adjacent regions. Therefore, **it is recommended that proposed Policy 9.D.4 be revised by adding the following wording after the word “support”: “and cost share with”.**

10. Providing AT Opportunities Off the Regional Bicycling Network:

We are somewhat disappointed that past, and possibly current, practice to provide additional pavement width on roadway shoulders, is not being recognized as it has in currently approved Policy 9.F.5. We believe there is considerable value in considering such provision on future Regional roads projects that may not be identified today on the bicycling network. There are many bicycle friendly roads as identified in the Region's Bicycle Map, that are off the Regional Network, but frequently used by cyclists. As we all know, road rehabilitation and reconstruction opportunities do not come along often and could take up to 20 or more years to be revised. **It is recommended that the following wording be added as a new proposed policy in Section 9.D Active Transportation:**

"Off the Strategic Bicycling Network, the current practice of providing an extra 0.5 to 1.5 metres of paved shoulder along Regional Roads will be continued where possible."

This would support and bolster future Regional efforts through "Complete Streets" considerations to provide additional safe space for more vulnerable road users who may walk or ride along Regional roads.

11. Supportive Bicycling-Related Infrastructure:

An important way to encourage and support higher levels of AT activity, including commuter cycling, is to provide dedicated trip end accommodations such as parking and change facilities. This can happen as part of the review of all proposed new development and infrastructure undertakings at the Environmental Assessment and planning approval stages. These elements currently are identified in parts of approved Regional Policies 9.F.8 and 9.F.12. Also, to support this work, local comprehensive Zoning By-laws should be required to include zoning provisions for key land use zones requiring both short term and long term bicycle parking facilities. The *Proposed Model Bicycle Parking Zoning Provisions for Niagara*, developed by the Policy Task Force, RNBC, 2013 give guidance to this request. Car parking requirements are routinely addressed in Zoning By-laws so bicycle parking should not be treated any differently. In light of the above information, **it is recommended that the following new policy be included in proposed Section 9.D Active Transportation:**

"Regional and local municipal policies and zoning provisions shall be amended to require that all proposed new development and infrastructure undertakings considered at the Environmental Assessment and/or planning approval stages, incorporate minimum provisions for safe and secure short term and long term bicycle parking and end-of-trip change facilities in high activity areas, such as work places, higher density residential development and public facilities, at minimum."

12. Revised Policy on Bicycle Tourism:

Niagara is widely recognized as the premiere bicycle tourism destination in the Province. The Greater Niagara Circle Route is just one example of a major attraction for touring and local cyclists. Bicycle tourism has a major, positive economic impact in the Niagara community broadly and its importance has been showcased in various economic studies, including recent work produced by Brock University and Venture Niagara, the latter being a key lead in promoting bicycle tourism with Niagara Region's expertise and assistance. The growing presence and success of the Bike Train first provided by VIA and now Metrolinx is evidence of the importance of bicycle tourism. Also, six of Niagara's twelve local municipalities have received Bicycle Friendly Community designation status provincially while several other remaining municipalities are in the process of applying. This all helps to position Niagara favourably for attracting even more visitors that are cycling tourists.

In light of the above information, it is important that the Region continue encouraging and supporting bicycle tourism. Some of the elements of the current approved Policy 9.F.11 should be carried forward in the new Amendment. Therefore, **it is recommended that the following policy be included in proposed Section 9.D Active Transportation:**

"Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination through such features as the Niagara Bike Train, Wine Route, Greater Niagara Circle Route and other trail networks, connections and facilities; as well as a route signage strategy, mapping and web site information".

13. Incorporating the Five E's to support bicycling:

There are many cycling manuals that urge the incorporation of the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) to have a meaningful approach to encourage more people to cycle and do so in a safe manner. These elements are also used by the Share the Road Cycling Coalition to help define Bicycle Friendly Communities in Ontario. They are mentioned as recommended actions in the TMP, Section 6.1 on Active Living, and are also included in the current approved Official Plan policies. **It is therefore recommended that a new policy be included in proposed section 9.D that recognizes the importance of the five E's as follows:**

"The Region will apply a comprehensive approach to providing walking and cycling friendly environments by incorporating the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) in all related delivery and life cycle activities (e.g. planning, design, construction, operations and maintenance). Partnerships will be established with other appropriate service delivery bodies like the Niagara Region Police Service, Regional Public Health and Heart Niagara for enforcement and education initiatives."

14. Role of the Regional Active Transportation Sub-Committee (ATSC):

Current Policy 9.F.1 in the Regional Official Plan formally recognized the role and importance of the former RNBC (now ATSC) to support Regional standing committees and Council on all matters related to cycling. The TMP as recently approved by Council, recommends continued support for the new ATSC. Therefore, **it is recommended that a new policy be included in the Official Plan proposed section 9.D that reflects the Terms of Reference for the ATSC as approved by Regional Council. Also, the importance of forming partnerships with bicycling stakeholders should be emphasized in this policy, including offering its expertise and support for the work of Venture Niagara in bicycle tourism promotion on behalf of the Region, local municipalities and related agencies with an interest in tourism.**

9.E Complete Streets

15. New Policy on Protected Intersections:

Proposed Policy 9.E.2 outlines seven “complete streets” requirements that should be considered for all Regional Roads. One requirement that appears to be missing, and one getting a lot of attention in transportation planning discussions across the Province is safer road intersection treatment. Busy intersections are key locations where major collisions and fatalities occur particularly affecting vulnerable road users. Therefore, **it is recommended that the first sentence in proposed Policy 9.E.2 be modified by deleting the word “should” and including the words “..., including protected intersections, will...”.**

9.F The Regional Road Systems

16. Implementation of the Niagara Region Model Urban Design Guidelines and Complete Streets Design Guidelines:

Proposed Policy 9.F.7 indicates that the Region will “have regard to” these guideline documents when commenting on development applications located along Regional Roads. These guideline documents are central to a proposed new direction in community planning (i.e. “complete streets” and “complete communities”) as required in Provincial and Regional planning documents. Given their importance, they should not be merely referenced, but implemented. The use of the words “have regard to” is considered more general, non-prescriptive and discretionary in application than the use of the words “shall conform with”. **Therefore, it is recommended that the words “have regard to” be deleted and replaced by the words “conform with”.**

9.G Transportation Demand Management and Transportation Management Systems

17. Prioritizing Road Users in Transportation Planning:

The Region is applauded for including proposed new TDM policies to accommodate all road users in a safer, more efficient manner. Lessons can be learned from the City of Vancouver, described as the most livable City in Canada, which has been a model in its TDM approach from both policy and implementation standpoints. In its transportation planning work a central tenant has been to prioritize the most vulnerable road users over single occupant vehicles. This too appears to be an important principle in Niagara's proposed TDM policies. However, there may be some inherent conflicts with some other strategies in proposed Policy 9.G.1 including strategy a) which focuses on trip distance and time which could result in higher roadway speeds that make it unsafe for vulnerable road users. This may perpetuate past practice that seemed to prioritize cars and trucks over "people", particularly more vulnerable road users. Therefore, **it is recommended that proposed Policy 9.G.1 be revised to give clear priority to the most vulnerable road users. The following revisions are suggested. That the end of the first sentence include:**

"...to implement these strategies in the following order of priority:

- c) to become a),**
- d) to become b),**
- b) to become c),**
- a) to become d), and**
- e) to remain as e)"**

An additional element to providing a comprehensive TDM strategy could include considerations to:

"f) Provide incentives and rewards for sustainable travel trips"

May 29, 2018 (Revised)

Ann-Marie Norio
Acting Regional Clerk
Regional Municipality of Niagara
1815 Sir Isaac Brock Way
P.O. Box 1042, Thorold, Ontario
L2V 4T7

Dear Ms. Norio;

***RE: Comments and Recommendations on the 2nd Draft of
Proposed Regional Official Plan Amendment 13(ROPA 13):
Regional Transportation Policies***

The Regional Active Transportation Advocates submitted comments and recommendations to your Office on November 24, 2017 regarding the above subject. We are pleased with the consultations on various draft amendment documents afforded us by staff and with Regional Councillors who we have approached through separate meetings. Our previous comments were also discussed in a meeting with the Regional Active Transportation Sub-Committee.

In terms of the 2nd draft of ROPA 13 circulated in late May, 2018, we are pleased to find that some of our suggestions were accepted in whole or part. However, we now would like to address a number of outstanding issues including some critical areas [*] of the re-drafted policies which either do not or only partially address our original recommendations. Our shared objective is to achieve a safe and integrated regional active transportation network. Our outstanding concerns relate to:

- **Integration of Bicycle Parking, Travel and Public Transit,**
- ***Network Implementation Target,**
- ***Financial Incentives to Local Municipalities to Help Build a Regional Network,**
- ***Active Transportation Infrastructure Across Provincial Highways,**
- **Accommodation of Uses Within Regional Roads Rights-of-Way,**
- **Incorporation of the Five E's,**
- ***Support for the Regional Active Transportation Sub-Committee (ATSC),**
- ***Broad Support for Bicycle Tourism, and**
- **Definition for Bicycle Infrastructure.**

Our more detailed comments and 12 recommendations are set out in Appendix 1.

We understand that a formal Public Meeting under the *Planning Act* will be held in the Regional Council Chambers on June 6, 2018. We do intend to be present at the public meeting and will notify you in advance if we intend to make a formal presentation to highlight the attached comments and recommendations. Also, we would like to be notified of any future

discussions on the proposed Amendment, as well as its formal adoption by Council. Please e-mail any future communications to our group in care of Ken Forgeron at ken.forgeron@gmail.com

Thank you for your attention to our concerns.

Yours truly;

A handwritten signature in black ink that reads "Ken Forgeron". The signature is written in a cursive, flowing style.

Ken Forgeron, David Hunt, Drew Semple, Bob Romanuk and Tom Whitelaw
Regional Active Transportation Advocates

Attachments: Appendix 1

C: Regional Councillors Alan Caslin, Brian Baty, Tony Quirk, Dave Augustyn, Henry D'Angela and Bruce Timms
Alexandria Tikky, Planning and Development Services Department
Lisa Gallant and Jackie Gervais, Regional Public Health Department
Carolyn Ryall, Regional Public Works Department
All members of the Regional Active Transportation Sub-Committee (c/o Carolyn Ryall)
Wally Tykoliz, President, Niagara Cycling Clubs Alliance

Appendix 1

Comments and Recommendations on the 2nd Draft of Proposed Regional Official Plan Amendment 13 (ROPA 13): Regional Transportation Policies

Our comments and recommendations on the 2nd draft of proposed ROPA 13 are presented below in the order in which they are set out in the draft Amendment document. The more critical issues of concern are highlighted with an asterisk [*].

1. Integration of Bicycle Parking, Travel and Public Transit- Policy 9.C.2.e) and Policy 9.C.12

Policy 9.C.2.e) provides a number of important supports and linkages to better integrate public transit with a number of other strategic goals outlined. Sub-section e) provides for park-and-ride facilities that support multimodal travel with linkages to pedestrian and transit routes, bicycle infrastructure, and priority spaces for carpool and car-share vehicles. Priority spaces also should be provided for bicycles to support the “1st mile, last mile” multi-modal transportation option. This is particularly important for the proposed new Mobility Hub Stations in Grimsby, Beamsville, St. Catharines and Niagara Falls. Bicycle parking spaces should be located near the front of transit station entrances where security and visibility are best, rather than at the back of the lot.

Therefore, it is **recommended**:

- a.) That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons.**

Proposed Policy 9.C.12 addresses a number of important integration approaches including bicycles on transit vehicles, bicycle racks on buses, bicycle infrastructure at transit facilities, public and institutional areas, and employment areas.

We believe that while it is important to provide such supports “at” such facilities and areas, it also is important to provide them “to and from” these facilities and areas. Also, the Niagara Parks Commission should be recognized as a key transit partner along with others listed in this policy.

Therefore, it is **recommended**:

- b.) That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided at and to transit facilities, public and institutional areas, and employment areas. Also, the Niagara Parks Commission should be added to the list of transit partners.**

2. *Network Implementation Target – Policy 9.D.2.

Proposed Policies 9.D.2 and 9.D.3 appear to provide some general direction on the implementation over time of priority bicycling routes identified in the TMP. However, current objectives in the Regional Official Plan go further in committing the Niagara Region to a target of completing the bicycling network over a 15 year period.

This priority network serves as a 10 year capital infrastructure spending guide needed to complete the priority network of cycling routes across Niagara. Unless this is identified in the Official Plan there is no Council commitment to help achieve this target. Unlike the Official Plan approved under the *Planning Act*, the TMP is a weaker guidance document that may be changed without formal public consultation.

We strongly believe that it is important for the Regional Official Plan to set clear implementation targets for the near term and longer term completion of the Strategic Bicycling Network identified on Schedule E2. Performance monitoring is an important Regional Planning function and assists in measuring policy implementation and effectiveness. Within the Strategic Bicycle Network, the TMP clearly prioritizes and identifies what should be constructed first over a 10 year period i.e. the “Potential Infill Corridors”. This should be highlighted on Schedule E and the 10 year implementation target should be stated in policy.

Therefore, it is **recommended**:

- a.) That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.**
- b.) That Policy 9.D.2 be further modified as follows:**

Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region’s Transportation Master Plan (TMP). Over the next 10 years the “Potential Infill Corridors” identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.

3. *Financial Incentives to Local Municipalities to Help Build a Regional Network – Policy 9.D.4.

Proposed Policy 9.D.4 continues to be quite troubling as it appears to abandon Regional Council's leadership role and longstanding financial commitment, through incentives, to complete the Regional Bicycling Network on roads or trails where local or other non-Regional roads are involved. Through current approved policies in the Regional Official Plan, Niagara has been considered a leader in the Province in incentivizing Regional AT development. At least two other Regions and Counties (York and Essex) in the Province have followed Niagara's lead by providing financial support (Essex \$3.5m annually, York Region \$500,000 annually) to local municipalities that assist in developing Regional networks. Local municipalities, however, are still expected to identify, develop and build a finer grid of bicycling routes that connect and serve local neighbourhoods, downtowns, employment areas, commercial development, etc. These local networks should dovetail with the broader Regional network that connects to its partner municipalities and adjacent regions.

The notion of providing modest financial incentives to local municipalities is an important "principle" that we believe still belongs in the Regional Official Plan. On the other hand, the annual "amount and timing" of incentive funding available, including criteria for its distribution, should be set out in the Transportation Master Plan. Moral "support" alone by the Region as set out in the proposed new policy certainly is not nearly as effective as financial "incentives and support". This plays out with other financial incentives programs that the Region has for waterfront enhancement, brownfield redevelopment, downtown revitalization, etc.

Therefore, it is **recommended**:

a.) That Policy 9.D.4 be modified as follows:

Policy 9.D.4 The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.

4. *Active Transportation Infrastructure Across Provincial Highways- Policy- 9.D.8

The proposed policy indicates that the Niagara Region will work with MTO and other stakeholders to encourage the provision of active transportation infrastructure across Provincial Highways. Ontario's recently released new Cycling Strategy as set out in MTO's latest policy document "CycleON Action Plan 2.0" commits the Province to start including cycling infrastructure in provincial highway construction projects using the province-wide

cycling network as a foundation. This commitment is evident in the recent decision to redesign St. David's Road to include long awaited new AT facilities over Highway 406.

Therefore, it is **recommended**:

- a.) That proposed Policy 9.D.8 be revised to delete the word “encourage” and replace it with the words “provide for” to ensure the provision of active transportation facilities across Provincial Highways.**

5. Accommodation of Uses Within Regional Roads Rights-of-Way- Policies 9.F.2 and 9.F.8

Policy 9.F.2 makes provision for a wide variety of uses (e.g. public transit facilities) within Region Road allowances that are conveyed to it as a condition of approval of a development application. Policy 9.F.8 indicates that the Region will plan and protect rights-of-way for the Niagara Region's transportation system. We would argue that this transportation system and the list of uses also should include active transportation facilities that are envisioned as part of the Strategic Cycling Network identified on Schedule E. Also, the Niagara Parks Commission should be identified as another key transit partner given its WEGO transit service along the Parkway.

Therefore, it is **recommended**:

- a.) That proposed Policy 9.F.2 be modified to add “active transportation facilities” to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.**
- b.) That proposed Policy 9.F.8 be modified to add “active transportation corridors” to the list of possible uses that would be considered for protection within Regional Roads rights-of-way planned corridors.**

6. Incorporation of the Five E's – New Objective or Policy Proposal in 9.A General Objectives or 9.D. Active Transportation

Most current cycling manuals and active transportation plans incorporate the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation/Planning) to have a more meaningful approach to encourage more people to cycle and do so in a safe manner. These elements are also used by the Share the Road Cycling Coalition to help define Bicycle Friendly Communities in Ontario. They are mentioned as recommended actions in the

Regional TMP, Section 6.1 on Active Living, and are also included in the current approved Official Plan policies.

We believe that the Regional Official Plan is a document that can set direction on community values and related programs, not just on land use matters. Therefore, as part of its scope, it may express factors such as those embedded in the Five E's. Expressions and support by Regional staff for many broad community values already are contained within the first paragraph of the preamble, in Objective 9.A.4 and Objective 9.A.6 of the modified draft of the Official Plan Amendment, noted in bold as follows:

"9. Transportation: Moving People and Goods

...In order to appropriately accommodate forecasted growth, the Region must plan for and implement a **sustainable transportation system** that has the ability to withstand stresses associated to population growth..."

"Objective 9.A.4 Create and enhance interconnected *active transportation* systems and **programs."**

"Objective 9.A.6 Encourage the most **cost-effective** and **environmentally appropriate** modes of **sustainable transportation** to **reduce greenhouse gas emissions."**

The Region appears to be committed to improving **social equity**, protecting short- and long-term **economic competitiveness**, and **reducing greenhouse gas emissions** by advancing initiatives which enable comprehensive *active transportation* networks, interconnected public transit systems, and efficient goods movement networks.

It is therefore **recommended**:

- a.) That a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E's as follows:

That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.

7. ***Support for the Regional Active Transportation Sub-Committee (ATSC) – New Policy in Section 9.D**

Current Policy 9.F.1 in the Regional Official Plan formally recognizes the role and importance of the former RNBC (now ATSC) to support Regional standing committees and Council on all matters related to cycling. The TMP as recently approved by Council, recommends continued support for the new ATSC. Regional Planning staff, on the other hand, does not believe that the Official Plan should determine the role or function of Council's committees.

While we are confident that the Region still values public and agency input for its policy and program development/implementation, it would be helpful if such value were identified in the Plan without naming any particular committee, its specific role or function. The Amendment could simply provide support for a consultative process and input from the community through a forum for public and agency input.

Therefore, it is **recommended**:

a.) That the following new policy be included in Section 9.D:

The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.

8. ***Broad Support for Bicycle Tourism - New Objective in Section 9.A or new Policy in Section 9.D.**

Niagara is widely recognized as the premiere bicycle tourism destination in the Province. The Greater Niagara Circle Route is just one example of a major attraction for touring and local cyclists. Bicycle tourism has a major, positive economic impact in the Niagara community broadly and its importance has been showcased in various economic studies, including recent work produced by Brock University and Venture Niagara, the latter being a key lead in promoting bicycle tourism with Niagara Region's expertise and assistance. The growing presence and success of the Bike Train first provided by VIA and now Metrolinx is evidence of the importance of bicycle tourism. Also, six of Niagara's twelve local municipalities have received Bicycle Friendly Community designation status provincially while several other remaining municipalities are in the process of applying. This all helps to position Niagara favourably for attracting even more visitors that are cycling tourists.

In light of the above information, it is important that the Region continue encouraging and supporting bicycle tourism across the region. **The Regional Official Plan must speak to all of Niagara's tourist areas and assets.** While Chapter 2 in the Official Plan does provide objectives and policies in support of tourist travel and activities in some parts of Niagara,

they apply only on a limited area basis to the Twenty Valley/Jordan Harbour Tourism Area, Niagara Wine Country and related Wine Route, as well as the Greater Niagara Circle Route trail system. Also, the Bruce Trail, an important AT route across Niagara, is a walking trail on which cycling is strictly prohibited.

In conclusion, some of the broader tourism related elements in Section 9.F of the current approved Official Plan should be carried forward in the new Amendment. It is important to include a supportive statement for cycle tourism in general, which would be all inclusive of this important economic driver for the region.

Therefore, it is **recommended**:

- a.) That a new Objective in Section 9.A or new Policy in Section 9.D be added to the Amendment stating:

Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.

9. Part III-Definitions - Bicycle Infrastructure

We believe that this definition is a very important one to include in the proposed policy set but requires more detail on a somewhat broader range of uses that make up bicycle infrastructure and support facilities for active transportation. There is little content change provided by Planning staff in the proposed new definition compared to the former draft definition.

Therefore, it is **recommended**:

- a.) That the wording changes suggested below in underline and ~~cross-outs~~ be made to the definition of bicycle infrastructure in Part III- Definitions:

Bicycle Infrastructure
means all *infrastructure* and facilities used for cycling, including bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, ~~and~~ off-road trails), trip end facilities such as ~~and~~ bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling supportive items such as bike repair stations and priority signal lights.



**Town of Grimsby
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File No:

June 21, 2019

SENT VIA EMAIL

Niagara Region
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON L2V 4T7

Attention: Ann-Marie Norio, Regional Clerk

Dear Ms. Norio:

**Re: Response to Niagara Regional Office Plan Amendment No. 12 (ROPA 13) – Transportation Policies
and Livingston Avenue Extension Report DPS 23-2019**

At its meeting of June 17, 2019, the Town of Grimsby Council passed the following resolution:

Moved by Councillor D. Kadwell; Seconded by Councillor D. Bothwell;

RESOLVED THAT:

Council for the Town of Grimsby supports the response to the Regional Official Plan Amendment 13 (ROPA 13) attached as "Appendix A" and the resolutions contained therein, as stated below:

THEREFORE, BE IT FURTHER RESOLVED:

That Council for the Town of Grimsby respectfully requests that the Region amend the Transportation Master Plan (TMP) Executive Summary and Final TMP, Map 6 - 2041 Road Network, and Map 8 - Proposed Road Network Phasing to include the wording that the ***"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."***

AND, that Council for the Town of Grimsby respectfully requests that Regional Council defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby's position statement, ***"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."***



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AND, that Council for the Town of Grimsby respectfully requests that the Province defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby's position statement, *"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."*;

AND, that the duly elected 2018-2022 term of Council for the Town of Grimsby does not support an extension of Livingston Avenue, through Greenbelt lands, from Emily Street to Main Street West;

AND, that the Town of Grimsby will provide a reconfirmation of its position at the 5-year review of the TMP;

AND, that this resolution and Appendix A be circulated to the Region for consideration;

AND, that this resolution be forwarded to the Ministry of Municipal Affairs and Housing and the appropriate provincial authorities for consideration.

Regards,

Sarah Kim
Acting Town Clerk

Enclosure: Appendix A

Cc: Ministry of Municipal Affairs and Housing, *Sent via Email*



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APPENDIX "A"

WHEREAS, the Region has drafted ROPA 13 – Transportation Policies and has requested comments from stakeholders and the public and, will consider the Planning and Economic Development Committee's (PEDC) recommendations at the June 20, 2019 Regional Council meeting and, will submit the approved recommendations to the Province for final approval; and

WHEREAS, on July 20, 2017 Regional Council approved the minutes and recommendations of the July 11, 2017 Public Works Committee including minute item 5.2 PWC-C 29-2017 as recorded:

"Recommendations for Consideration from the Transportation Steering Committee meeting held on May 17, 2017 [...] That the following Clause 1 BE DEFERRED to allow the Town of Grimsby to provide additional information:

1. That reference to the proposed Town of Grimsby Livingston Avenue extension BE REMOVED from the Transportation Master Plan."; and

WHEREAS, on July 21, 2017 a Memorandum with regard to the Niagara Region Transportation Master Plan Compendium of Recommended Changes to TMP Documents to the TMP Public Consultation Process from the Transportation Lead, Strategic Initiatives and Projects stated:

*"The following discussion provides a summary of revisions/changes **that will be incorporated into the final Transportation Master Plan (TMP)** document resulting from comments and recommendations provided at the July 11, 2017 Public Works Committee meeting. It is also noted that this memorandum will be updated following the TMP Notice of Completion 45-day public consultation/review period to include any additional revisions/changes that will be incorporated into the final TMP Document.*

Recommended Revisions/Changes

[...]

5. Livingston Avenue Extension

The TMP road system analysis identified that Livingston Avenue be extended from Casablanca Boulevard to Main Street in the next 5-year planning period (2017-2021). The Public Works Committee of July 11, 2017 approved a motion



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that the status of the proposed Livingston Avenue extension be deferred to allow the Town of Grimsby to provide additional information prior to Regional Council consideration of the following Motion:

- *That reference to the proposed Town of Grimsby Livingston Avenue extension be removed from the Transportation Master Plan.*

To accommodate the required review and discussion on Livingston Avenue extension, MAP 5: 2041 Network will include the following note in both the TMP Executive Summary and the TMP Document:

- ***Status of Livingston Avenue is in abeyance until addressed by Grimsby Council.***"; and

WHEREAS, at the August 16, 2017 meeting of the Town of Grimsby Public Works Committee, Ron Tripp, then Regional Commissioner of Public Works, spoke and identified the following:

"...the Region is only looking for input from the Town as to whether the Livingston Avenue extension stays in the Regional Transportation Master Plan."; and

WHEREAS, on August 16, 2017 the Public Works Committee passed the following resolution:

"5. Correspondence - a) Livingston Avenue Extension and the Wood Lot PW17-48 Moved by Mayor R.N. Bentley; Seconded by Alderman J. Dunstall; Resolved that the Public Works Committee recommends that the Council of the Town of Grimsby at this time neither supports nor opposes a Livingston Avenue extension and would prefer to see the results of an Environmental Assessment on this matter prior to considering our position and further that the 2017 Niagara Region Transportation Master Plan reflect this. CARRIED"; and

WHEREAS, on August 21, 2017 the Council for the Town of Grimsby passed the following resolution:

"5. Approval of Committee Minutes - a) Public Works, July 16, 2017 C-17-170 Moved by Alderman Mullins; Seconded by Alderman Dunstall;



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Resolved that the Council of the Town of Grimsby lift Public Works resolution PW17-18 from August 16, 2017 Public Works Committee meeting minutes for separate consideration. CARRIED

C-17-171 Moved by Alderman Mullins; Seconded by Alderman Kadwell; Resolved that the Council of the Town of Grimsby recommends that, at this time, [it] neither supports nor opposes a Livingston Avenue extension; and

Further [it] would prefer to see the results of an Environmental Assessment on this matter prior to considering our position; and

Further that the 2017 Niagara Region Transportation Master Plan reflect this. [...] CARRIED; and*

WHEREAS, the October 2017 final TMP, Page 121, states:

"It is also noted that final Niagara Transportation Master Plan Report addresses the comments and recommendations provided at the July 11, 2017 Public Works Committee including: [...] Livingston Avenue Extension between Casablanca Boulevard and Main Street will be subject to the Environmental Assessment process including need and justification, alternatives to the undertaking and extensive public consultation"; and

WHEREAS, the comments stated in the TMP are not reflective of the Town of Grimsby's position, and do not agree with the resolutions passed at the July 11, 2017 PEDC or the July 21, 2017 Recommended Changes to TMP Documents to the TMP Public Consultation Process; and

WHEREAS, the June 12, 2019 PEDC Recommendation Report for ROPA 13 – Transportation Policies PDS 23-2019, Page 8, states:

*"The proposed Amendment was developed through an in-depth and collaborative process with several Regional Departments and local municipalities, and **Regional staff is of the opinion that it represents the interests of the municipalities, good planning, and addresses the unique circumstances within Niagara.**"; and*

WHEREAS, ROPA 13 "PART A – THE PREAMBLE - PURPOSE OF THE AMENDMENT" states:



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"3. Ensure that the Regional Official Plan is consistent with the goals, vision, and recommendations identified in the Niagara Region Transportation Master Plan, approved by Regional Council in 2017; [...]"

BACKGROUND

*Accordingly, it is imperative that the existing transportation policies of the Regional Official Plan are revised in co-ordination with the TMP **to ensure that the direction and recommendations identified in the study are properly implemented.**"; and*

WHEREAS, the Greenbelt Plan (2017) was approved by the Lieutenant Governor in Council, Order in Council No. 1025/2017, as an amendment to the Greenbelt Plan effective July 1, 2017. The proposed Livingston Avenue extension would extend into the Protected Countryside, Greenbelt lands; and

WHEREAS, ROPA 13 - Policy 9.C.8 states:

"The Niagara Region and its local municipalities should plan lands adjacent to or near existing and planned frequent transit or higher order transit facilities, including those within the Greenbelt Area where such lands have been approved through a Municipal Class Environmental Assessment, to:
a) provide transit-supportive uses that enable opportunities for improved transit service integration; b) facilitate multimodal connections that encourage a more evenly distributed modal share; and c) support active transportation."

THEREFORE, BE IT RESOLVED:

That Council for the Town of Grimsby respectfully requests that the Region amend the Transportation Master Plan (TMP) Executive Summary and Final TMP, Map 6 - 2041 Road Network, and Map 8 - Proposed Road Network Phasing to include the wording that the **"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."**;

AND, that Council for the Town of Grimsby respectfully requests that Regional Council defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby's position statement, **"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."**;



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AND, that Council for the Town of Grimsby respectfully requests that the Province defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby's position statement, ***"Status of Livingston Avenue is in abeyance until addressed by Grimsby Council."***;

AND, that the duly elected 2018-2022 term of Council for the Town of Grimsby does not support an extension of Livingston Avenue, through Greenbelt land, from Emily Street to Main Street West;

AND, that the Town of Grimsby will provide a reconfirmation of its position at the 5-year review of the TMP;

AND, that this resolution and Appendix A be circulated to the Region for consideration;

AND, that this resolution be forwarded to the Ministry of Municipal Affairs and Housing and the appropriate provincial authorities for consideration.

APPENDIX IV

NIAGARA REGION COMMENT RESPONSE MATRIX

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
1	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	General	<p>It is recommended that the Region include policies addressing infrastructure corridors. Growth Plan policy 3.2.5 provides direction for the development, optimization, or expansion of existing and planned corridors and supporting facilities.</p> <p>In a Region with an abundance of natural heritage and agriculture, planning for new or expanded transportation infrastructure may have to demonstrate, where applicable and through an Agricultural Impact Assessment and Environmental Assessment, that any impacts to the Agricultural System, key natural heritage features as well as key water resources have been avoided or at least minimized. The Region should also encourage the co-location of linear infrastructure facilities in order to use land more efficiently and integrate services. Therefore, it is recommended that policies 3.2.5 a), c) and d) of the Growth Plan be included in ROPA 13.</p> <p>It is also recommended that the Region include policies for existing or planned corridors in accordance with Policy 3.2.5 e) of the Growth Plan by:</p> <ul style="list-style-type: none"> • considering increased opportunities for moving people and goods by rail; • considering separation of modes within corridors; and • providing opportunities for inter-modal linkages. 	<p>New Policies 9.F.10 and 9.F.12 have been added to the Amendment to address policies 3.2.5.1 a), c) and d) of the Provincial Growth Plan.</p> <p>New Policy 9.H.7, which directs the Region to consider the protection of abandoned rail corridors to optimize future goods movement activity, has been added to the Amendment to address policy 3.2.5.1 e) i. of the Provincial Growth Plan.</p> <p>New Policy 9.F.11, which directs the Region to consider the separation of modes within corridors, has been added to the Amendment to address policy 3.2.5.1 e) ii. of the Provincial Growth Plan.</p>

2	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	General	Recommended that “Region” have a capital “R”.	For consistency, the Amendment has been revised to state “Niagara Region” when referencing the corporation of the Regional Municipality of Niagara. The term has remained lower-case when referencing the region as a geographic entity.
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3	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	General	<p>Both the Growth Plan (Policies 5.2.3.3 and 5.2.3.6) and PPS (Policy 1.2.2), encourage planning authorities to coordinate planning matters with Indigenous communities. First Nations and Metis communities, whose interests may be impacted by planning decisions, should be engaged to ensure that they have adequate opportunity to participate fully in the process. The Ministry is interested in understanding any engagement efforts that the Region has undertaken on this proposed amendment. Should the Region adopt ROPA 13, it is requested that information respecting any municipal engagement process be provided to MMA, including any submissions.</p>	<p>The Amendment is based on the Niagara Region Transportation Master Plan (TMP), which was approved by Regional Council in 2017. As part of the preparation of the TMP, the Niagara Region had:</p> <ul style="list-style-type: none"> Notified ten (10) First Nations and Metis contacts of the initiation of the project as part of a letter, dated January 25, 2016, to the Ministry of the Environment and Climate Change. Made a series of phone calls regarding aboriginal consultation to the aforementioned First Nations and Metis contacts between June 6, 2016 and July 20, 2016. Held a consultation meeting with the Six Nations of the Grand River on January 18, 2017. <p>In addition, the draft policies for Regional Official Plan Amendment No. 13 were also circulated to First Nations and Metis representatives along with a separate response form to help expedite feedback on the proposal. To date, the Region has not received any submissions from First Nations or Metis representatives with regards to the Amendment.</p>
4	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	9. Transporta tion Moving People and Goods	<p>The new Growth Plan for the Greater Golden Horseshoe (Growth Plan) now projects growth to a 2041 planning horizon. [Recommended policy modification]:</p> <p>“The Provincial Growth Plan for the Greater Golden Horseshoe projects significant growth within the Niagara Region by the year to a 2041 planning horizon 2031...”</p>	<p>The preamble to “Chapter 9. Transportation Moving People and Goods” has been reworded as suggested.</p>

5	Lorelea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	9.A General Objectives	The Region should revise or re-profile its objectives to place a heavier emphasis on Growth Plan policy 3.2.2.2 b) by moving 9.A.1 after 9.A.7.	Staff believe that the current positioning of Objective 9.A.1 is appropriate, as it provides the broadest scope of direction when compared to the other Niagara Region transportation system objectives.
6	Loralea Tulloch Planner, Community Planning and Development (West)	Ministry of Municipal Affairs and Housing	Objective 9.A.1	<p>The Growth Plan places a higher priority on modes of transportation which reduce reliance on the automobile than it does on offering multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and service.</p> <p>Strategic growth areas is a newly defined term in the Growth Plan, 2017. The new term replaces the 2006 Growth Plan's "intensification areas" and "intensification corridors". We note that the Region is proposing to add the term Strategic Growth Area to their OP through this amendment and have provided a definition that conforms to the Growth Plan.</p> <p>"Promote and support all modes of safe transport for the movement of goods and people to jobs, housing, school, culture and recreational opportunities, especially in strategic growth areas intensification areas and areas designated for high-density development."</p>	Objective 9.A.1 has been reworded as suggested.
7	Lorelea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Objective 9.A.2	<p>Rather than stating "all modes of transportation" it is recommended that the Region use their newly added term "multi-modal transportation system". Additionally, is it recommended that the Region identify "road, rail, marine and air" as examples because walking and cycling are also modes of transportation not listed. This also aligns with the definition of "multimodal" in the Growth Plan.</p> <p>"Support a connected multimodal transportation system network that allows the efficient movement of people and</p>	<p>Former Objective 9.A.2 has been removed from the Amendment due to its similarity to Objective 9.A.1.</p> <p>Please note that the definition for "multi-modal transportation system" has been removed from the proposed Amendment as the Niagara Region's current Official Plan already defines the terms "multi-modal" and "transportation system", respectively.</p>

				goods on all modes of transportation (such as road, rail, marine, and air).”	
8	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.B.3	<p>The Go Transit system is often referred to as the regional transit system.</p> <p>For clarity, it is recommend that [this policy] be revised as follows:</p> <p>“Policy 9.B.3 The Region will work with Metrolinx, the Province and other stakeholders to improve linkages between the Niagara Regional Transit Systems and GO Transit.”</p>	Policy 9.B.3 has been reworded as suggested.
9	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Section 9.C Public Transit	<p>The Growth Plan places first priority on public transit for transportation infrastructure planning and major transportation investments.</p> <p>It is recommended that the following policy be added as 9.C.1:</p> <p>“Policy 9.C.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments.”</p>	New Policy 9.C.1 has been added to the Amendment to indicate that transit planning and implementation will be a priority in Regional transportation planning. The remaining policies within this section have been renumbered.

10	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.1	<p>Recommend revising as follows:</p> <p>“b) Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;”</p> <p>“bc) Transit service(s) to areas that have achieved, or will be planned to achieve transit supportive residential, commercial, institutional and employment densities;”</p> <p>“ed) Improved linkages from nearby neighbourhoods to major trip generators, including: the St. Catharines urban growth centre, locally designated residential intensification strategic growth areas, employment areas, including tourist location and connection, and major transit station areas;”</p>	<p>Policy 9.C.2* has been reworded to generally reflect the recommended wording of this comment.</p> <p>Former Policy 9.C.1 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)*.</p> <p>*previously Policy 9.C.1</p>
11	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.5	<p>The Go Transit system is often referred to as the regional transit system.</p> <p>For clarity, it is recommend that [this policy] be revised as follows:</p> <p>“Policy 9.C.5 The Region will encourage transit service integration as part of the implementation of an inter-municipal regional transit system.”</p>	<p>Policy 9.C.6* has been reworded as suggested.</p> <p>*previously Policy 9.C.5</p>
12				<p>The Growth Plan directs municipalities to work with transit operators, the Province and Metrolinx, where applicable, to support transit service integration within and across municipal boundaries.</p> <p>Would recommend revising this policy as follows:</p>	<p>Policy 9.C.6* has been reworded as suggested.</p> <p>*previously Policy 9.C.5</p>

				“The Region will encourage transit supportive integration as part of the implementation of an inter-municipal regional transit system and work with transit operators, the Province and Metrolinx, where applicable.”	
13	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.7 & Policy 9.C.8	<p>It is unclear what is meant by a Go Station Hub.</p> <p>Consider clarifying what specifically is meant by this phrase; do these include all GO stations and stops or a particular subset?</p>	<p>For clarification, Policies 9.C.9* and 9.C.10** have removed the term GO Station Hub to make reference to higher order transit facilities and connections, the definition of which makes refers to heavy rail, light rail, and buses in dedicated rights-of-way.</p> <p>*previously Policy 9.C.7 **previously Policy 9.C.8</p>
14	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.11	Policy 9.C.11 makes reference to major transit station areas achieving minimum density targets that reflect existing and planned transit service levels. Minimum density targets are only required for major transit station areas located on a priority transit corridor, which Niagara Region does not have. MMA does however support the Region in identifying a minimum density target for their major transit station areas. To assist in identifying a minimum density target the Region may want to consider policy 2.2.4.4 b) of the Growth Plan.	<p>Policy 9.C.12* has been reworded to remove references to achieving minimum density targets for major transit station areas. No further changes to the policy are required.</p> <p>*previously Policy 9.C.11</p>
15				The Growth Plan contains specific policies which speak to all major transit station areas, including those not located on priority transit corridors. It is recommended that the Region revise policy 9.C.11 to elaborate on how local municipalities will develop land use plans for their major transit station areas and how development will be supported by making reference to applicable criteria listed in policies 2.2.4.8 and 2.2.4.9 of the Growth Plan. The Region and local municipalities may find MTO’s Transit -Supportive Guidelines helpful, in particular Chapter 2.3 on Enhancing Access to Transit, when	<p>Policy 9.C.12* has been reworded to include the criteria of policy 2.2.4.9 of the Growth Plan.</p> <p>Policy 9.C.2**, which addresses the expansion of public transit across the Niagara Region, largely addresses the criteria outlined in policy 2.2.4.8 of the Growth Plan.</p> <p>New Policy 9.D.6 has also been added to the Amendment to support transit-oriented development</p>

				developing more detailed frameworks around major transit station areas. This chapter includes effective strategies for design and integration of transit stations.	standards in major transit station areas that accommodate active transportation modes. *previously Policy 9.C.11 **previously Policy 9.C.1 c)
16	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.D.1	<p>Planned ‘active transportation networks’ may intersect provincial highways.</p> <p>For more information on how to plan near provincial highways, please see MTO’s Guideline for Municipal Official Plan Preparation and Review found here: http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/standards.shtml</p> <p>The Region and municipalities should consult MTO early in the planning stage when planning active transportation networks around provincial highways.</p> <p>Technical: It is recommended that “local” be added before “municipalities” in this policy to be consistent with how the Region refers to lower-tiers elsewhere.</p>	Policy 9.D.1 has been reworded to refer to “local municipalities”.
17	Loralea Tulloch	Ministry of Municipal	Policy 9.D.7	Active transportation routes cross other provincial highways of all designation. The phrase ‘and other’ should be inserted before Highways.	Policy 9.D.8* has been reworded. *previously Policy 9.D.7

18	Planner, Community Planning and Development	Affairs and Housing		As the Ministry of Transportation is only referenced in this policy within Chapter 9, there is no need for an acronym to be established. The Ministry of Transportation is referenced elsewhere, after Chapter 9, in the Official Plan (i.e., definitions) and the acronym is not used. Would suggest removing the acronym.	<p>Policy 9.D.8* has been reworded as suggested.</p> <p>*previously Policy 9.D.7</p>
19	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.E.2 & Policy 9.E.4	<p>Policy 9.E.2 speaks to implementation of complete streets to be considered for Regional Roads meeting a specific list of requirements. Furthermore, policy 9.E.4 indicates that local official plans shall include policies related to the implementation of complete streets. It is unclear how these proposed policies meet policy 3.2.2.3 of the Growth Plan which states that “in the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated”. Consideration of complete streets should not be limited to those that satisfy the particular criteria listed in policy 9.E.2.</p> <p>It is recommended that ROPA 13 utilize an overarching complete streets approach to all roadway design, reconstruction, and refurbishment as per the Growth Plan. To support the Region’s objectives set out in Policy 9.E, the Region may find Chapter 2.2 on Creating Complete Streets of MTO’s Transit Supportive Guidelines helpful, which includes strategies for planning complete streets.</p> <p>Additionally, MMA staff recommend that the Region consider italicizing defined terms throughout its Official Plan for better clarity (i.e. complete streets).</p>	<p>Defined terms have been italicized throughout the Amendment.</p> <p>Policy 9.E.1 has been reworded to indicate that a complete streets approach will be adopted for the “design, refurbishment, or reconstruction” of the entirety of the Niagara Region’s road network.</p> <p>Former Policies 9.E.2 and 9.E.6 have been removed from the Amendment, and the policies in this section have been renumbered.</p> <p>Policy 9.E.3* has been reworded to conform to policy 3.2.2.3 of the Growth Plan.</p> <p>*previously Policy 9.E.4</p>

20	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.F.9	<p>This policy currently states that local municipalities shall develop official plan policies regarding planned corridors in consultation with and to the satisfaction of the Province. As the approval authority for lower-tier official plans, the Region should also be satisfied with these policies.</p> <p>The Region should consider clarifying that development applications will not preclude or predetermine outcomes of planned corridors but rather the decisions made on these applications may have that effect.</p> <p>It is also recommended that this policy be revised to align better with the PPS's planned corridor protection policy.</p> <p>It is recommended that this policy be revised as follows:</p> <p>"Local municipalities, in consultation with and to the satisfaction of the Region and the Province, shall develop Official Plan policies that provide protection for planned corridors protection to ensure that decisions on development applications will not predetermine or preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified planning and/or implementation of the above noted transportation facilities."</p>	Policy 9.F.9 has been reworded as suggested.
21	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.G.1	<p>Recommend revising this sentence to read more clearly. [Recommended policy modification]:</p> <p>"The Region will develop and implement by including in this Plan a comprehensive Transportation Demand Management (TDM) strategy to."</p>	Policy 9.G.1 has been reworded as suggested.
22	Loralea Tulloch	Ministry of Municipal	Policy 9.G.2	To be consistent with the term "Transportation Demand Management <u>strategy</u> " used in 9.G.1.	Policies 9.G.1 and 9.G.2 have been reworded to reflect the terminology used within the TMP, which refers to a " <u>Travel</u> Demand Management <u>Study</u> ".

	Planner, Community Planning and Development	Affairs and Housing		“Local municipalities shall develop and implement TDM policies to be incorporated into local official plans that are consistent with the future TDM Study strategy.”	
23	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Section 9.H Goods Movement	Recommend adding in a policy related to accommodating agricultural vehicles and equipment. “9.H.8 The Region will work with municipalities, agencies and transportation service providers to develop transportation systems which accommodate agricultural vehicles and equipment, as appropriate.”	New Policy 9.H.5 has been added to the Amendment to address this comment.
24	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.1	To ensure consistency with language used elsewhere in the Region’s OP, it is recommended that the “Niagara Gateway Economic Zone” and “Niagara Gateway Economic Centre” be revised accordingly. “...The Region’s goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Gateway Economic Zone and Niagara Gateway Economic Centre.” Or “...The Region’s goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Economic Gateway Zone and Niagara Economic Centre ”	Policy 9.H.1 has been reworded as suggested.
25	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.3	Recommend revising to clarify that these routes are to be identified specifically for goods movement. The wording in this policy implies that prime employment areas are separate from employment areas which is not the case. Prime employment areas are a subset of employment areas. Additionally, since the Region does not yet have lands	Former Policy 9.H.3 has been removed from the Amendment due to its similarity to Policy 9.H.1 .

				<p>designated as prime employment areas, we recommend only indicating employment areas in this policy.</p> <p>“The Region, in partnership with local municipalities, will identify priority and alternative routes for goods movement into and out of from prime employment and employment areas and other areas of significant commercial activity connecting to the provincial network.”</p>	
26	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.7	<p>Suggest revising to emphasize support for integration of multi-modal goods movement with freight supportive land uses to better align with the Growth Plan.</p> <p>Recommend removing “and people” as this section pertains to Goods Movement.</p> <p>Technical Comment: Remove the quotation mark at the end of the sentence.</p> <p>“The Region will support the development and integration of multi-modal transportation systems and freight supportive land uses to facilitate the movement of goods and people, while ensuring compatibility with adjacent land uses and access to these facilities.”</p>	<p>Policy 9.H.4* has been reworded.</p> <p>*previously Policy 9.H.7</p>
27	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Schedule E1	<p>Schedule E1 shows three GO Transit stations identified as “major transit stations” and one station identified as “proposed major transit station.”</p> <p>To provide more clarity, please consider:</p> <ul style="list-style-type: none"> • keeping the label ‘major transit stations’ for the two existing stations (St. Catharines and Niagara Falls) • identifying the planned Grimsby GO station as such to show that it is planned and not existing at this time 	<p>Schedule E1 has been revised as suggested.</p>

				<ul style="list-style-type: none"> Identifying that the “proposed major transit station” (Beamsville station area in Lincoln) as a future recommended station which is not yet committed or funded 	
				<p>All Niagara Region provincial highways should be shown on Schedule E.</p> <p>Revise Schedule E1 to show:</p> <ul style="list-style-type: none"> Highway 58 extended easterly to Thorold Townline Road Highway 20 at the south end of Highway 58 	<p>Schedule E1 has been revised as suggested.</p>
28	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Chapter 15 Definitions	<p>It is recommended that this policy be revised to better align with the Growth Plan.</p> <p>“Active Transportation means any form of self-propelled transportation that relies on the use of human energy such as walking, cycling, inline skating, jogging, or travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.”</p>	<p>The definition for “active transportation” has been reworded as suggested.</p>

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
29	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	Part 2.12 of the NEP contains the revised policies relating to Infrastructure. The objective of this development criterion is "to design and locate infrastructure so that the least possible impact occurs on the Escarpment environment and to encourage green infrastructure and low impact development, where appropriate". ROPA 13 generally supports this objective by encouraging environmentally appropriate modes of sustainable transportation. The proposed policy should be enhanced by also acknowledging that there are locations where transportation infrastructure is discouraged such as in parks, open spaces, the Bruce Trail, prime agricultural areas and Escarpment Natural Areas in order to avoid conflict with NEP policy including Part 2.6.2 e) and Part 2.7.2 e) relating to infrastructure in key hydrologic features and key natural heritage features.	<p>New Policy 9.F.12 has been added to the Amendment to address transportation infrastructure improvements within the agricultural and natural heritage system.</p> <p>New Policy 9.B.6 has been added to the Amendment to address transportation infrastructure improvements within the Niagara Escarpment Plan boundaries.</p>
30	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	Although the Bruce Trail is identified on Schedule F of the Official Plan, there is no specific reference to it in the Active Transportation policies in ROPA 13. We note that there are trail policies in Chapter 2 of the Official Plan but there is no specific reference to the Bruce Trail. "Policy 2.B.2.15 only references "other trails". The NEP supports the establishment of a permanent route for the Bruce Trail and as a footpath, it contributes to active transportation opportunities. Policies to identify and support the Bruce Trail should be considered for incorporation into ROPA 13.	New Policy 9.D.9 has been added the Amendment to support the development of the Bruce Trail.

31	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	<p>Reference to the environmental assessment process is found in the existing transportation policies (e.g. Policy 9.B.3 and 9.C.23) and reference the need for a Development Permit from the NEC, as noted above. These policies are not found in ROPA 13.</p> <p>Although Chapter 14 of the Official Plan refers to the possible need for an EA in Policy 14.F.3 for municipal infrastructure projects, there is no indication of the role of other agencies, such as the NEC in that process. We would like to better understand the process that the Region would follow in determining the impact of transportation infrastructure on the Niagara Escarpment. Reference to the role of the NEC is only found in Policy 2.8.2.12 b) relating to recreation and tourism. We would like the Region to identify in ROPA 13 that there is a role for the NEC in the EA process for infrastructure, that development permits may be required and that, in the event of a conflict, the policies of the NEP prevail over Regional Official Plan policy, pursuant to Section 14 of the Niagara Escarpment Planning and Development Act and consistent with Part III of the PPS with respect to the precedence of the NEP over the PPS and the need for municipal planning decision to not conflict with provincial policy.</p>	<p>Transportation infrastructure improvements will be subject to the requirements of the Environmental Assessment Act and its regulations. The Act will outline the required consultation process for each public works project. If such improvements are located within the Niagara Escarpment Plan boundaries, they will also be subject to the policies of the Niagara Escarpment Plan, whose policies and mapping determine when and where development permits will be required.</p> <p>Staff note that the Region is currently in the process of drafting a new Official Plan. The new Official Plan will contain sections which outline where the policies of the Niagara Escarpment Plan take precedence during instances of conflict with the policies of the Regional Official Plan. In the interim, this matter is already provided for within the Provincial Policy Statement.</p> <p>No changes to the Amendment are required at this time.</p>
32	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	<p>There are new policies in the NEP with respect to Scenic Resources and Landform Conservation (Part 2.13). Policy 9.C.5 of the existing Regional Official Plan supports consideration of the impact of road improvements and reconstruction "on the existing landscape". This policy is not contained in ROPA 13 and NEC staff is concerned that the importance of protecting the Scenic Resources and Escarpment Related Landforms of the Niagara</p>	<p>New Policy 9.B.6 has been added to the Amendment to address the impact of transportation infrastructure on the scenic resources of the Niagara Escarpment.</p>

				Escarpment is not encouraged in the proposed Official Plan amendment.	
33	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	Policy 9.D.6	There is a reference in Policy 9.D.6 supporting off-road trails. It is important to indicate in the proposed policy whether these off-road trails would be pedestrian only or if recreational vehicles would be considered. The Bruce Trail is a pedestrian footpath only and the policies of the NEP do not permit intensive trail activities in Escarpment Natural and Escarpment Protection Areas. Only non-motorized trail activities are permitted in these designations.	New Policy 9.D.9 has been added to the Amendment to specify that off-road trails in the Niagara Escarpment Planning Area are subject to the policies of the Niagara Escarpment Plan.
34	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	Policy 9.F.4	Proposed policy 9.F.4 states that the Region may acquire additional land for road allowances without an amendment to the Official Plan. Policy 9.C.16 in the existing Official Plan states that an amendment would be required and took into consideration "applicable federal and provincial acts and regulations". If there is no Official Plan amendment, how would the NEC be consulted with respect to road widenings?	The Region would only acquire additional lands that exceed the road allowance widths identified in Table 9-1 by recommendation of a Municipal Class Environmental Assessment, upon which the Niagara Escarpment Commission would be able to provide input. No change to the Amendment is required.

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
35	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9 Transportation: Moving People and Goods	<p>Please add:</p> <p><i>The Region recognizes that The Niagara Parks Commission's transportation system provides a unique multi-modal, tourist oriented function in the Niagara Region. In order to preserve and enhance the tourist oriented function as well as the scenic and natural amenities associated with The Niagara Parks Commission transportation system, access to the Niagara River Parkway is controlled, speed limits may be more restrictive than usual and commercial traffic is restricted.</i></p>	The preamble to "Chapter 9 Transportation: Moving People and Goods" has been reworded to generally address this comment. Specifically, the preamble now states that the Region will remain dedicated to working with its local area municipal partners, agencies, and other public entities on cross-jurisdictional transportation-related matters.
36	Ellen Savoia Senior Planner	Niagara Parks Commission	Policy 9.B.2	<p>Please add to Policy 9.B.2:</p> <p><i>The roads of The Niagara Parks Commission</i></p>	New sub-bullet 'g)' has been added to Policy 9.B.2 .
37	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9.B Coordinated Transportation System Planning	<p>To support coordination of land use planning that may impact the Niagara River Parkway and strategic infrastructure investments by NPC, the Region and area municipalities, please add the following:</p> <p><i>Policy 9.B.6: The Region will work with The Niagara Parks Commission to improve linkages between the regional transportation system and NPC's transportation system.</i></p>	New Policy 9.B.7 has been added to the Amendment to address the co-ordination of the Niagara Region and Niagara Parks Commission transportation systems.

38	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9.D. Active Transporta tion	<p>NPC requests the following be added:</p> <p><i>Policy 9.D.8: The Region will encourage The Niagara Parks Commission to develop active transportation infrastructure and supporting policies in alignment with the Strategic Cycling Network.</i></p>	<p>New Policy 9.B.7 has been added to the Amendment to direct the Region and the Niagara Parks Commission to co-ordinate on improvements to their respective transportation systems, which includes improvements to active transportation linkages.</p> <p>Although the Region supports the Niagara Parks Commission in developing policies that are in alignment with the Niagara Region's Strategic Cycling Network, staff do not believe that this policy is required as part of the Niagara Region Official Plan. No change to this Amendment is required.</p>
39	Ellen Savoia Senior Planner	Niagara Parks Commission	Schedule E1	Transportation Infrastructure does not identify the Niagara River Parkway as a road in the Region. Niagara River Parkway should be at minimum identified as a Niagara Parks Commission road.	Schedule E1 has been revised as suggested.
40	Ellen Savoia Senior Planner	Niagara Parks Commission	Schedule E2	The Niagara River Parkway is a part of the existing cycling network. The scale of the map makes it is difficult to confirm that the entire Niagara River Parkway is identified as part of strategic. Please review and ensure it is included as part of the strategic cycling network.	Schedule E2 has been revised to include all bicycle routes identified within the Strategic Cycling Network mapping of the Transportation Master Plan.

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
41	Darlene Presley Planning Coordinator, MHBC	TransCanada PipeLines Limited	Policy 9.D.6	Amend Policy 9.D.6 by adding: “Where such corridors include the TransCanada Pipeline right-of-way, the Region shall require early consultation with TransCanada or its designated representative for any proposals within 30 metres of its pipeline centreline”.	Policy 9.D.7* has been reworded to generally address this comment. Specifically, to require early pre-consultation with relevant stakeholders, including TransCanada Pipelines or its designated representative, in the acquisition of abandoned rail and other linear corridors. *previously Policy 9.D.6
42	Darlene Presley Planning Coordinator, MHBC	TransCanada PipeLines Limited	Section 9.F Regional Road System	Add Policy 9.F.10 [that states]: “TransCanada PipeLines Limited (TransCanada) has high pressure natural gas pipelines crossing the Region. TransCanada is regulated by the National Energy Board (NEB) which has a number of requirements regulating development in proximity to its pipelines. This includes approval requirements for activities within 30 metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across on or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way and the use of explosives”.	New Policy 9.F.13 has been added to the Amendment to generally address this comment.

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
43	John Barnsley, Manager, Policy Planning	City of Niagara Falls	General	The Corridor Protection policies and plans should be part of this amendment as these corridors are part of the overall transportation policy framework.	<p>New Policies 9.F.10 and 9.F.12 have been added to the Amendment to address the infrastructure corridors policies of the Growth Plan.</p> <p>The development and planning of specific transportation corridors and their associated infrastructure are identified in Policy 9.B.2, and will be accomplished through the direction of the Region's Transportation Master Plan (TMP).</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
44	John Barnsley, Manager, Policy Planning	City of Niagara Falls		The Region's Transportation Master Plan includes a 2041 Road network Plan and a Phasing Plan which should be part of the amendment. These plans provide the future conceptual network and how it is to be implemented.	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add these plans to the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
45	John Barnsley, Manager, Policy Planning	City of Niagara Falls		There should be policies that speak to road connections between the southern municipalities and the pending South Niagara Hospital Niagara Falls.	Any improvements or expansions to the street network in this area will be identified and implemented through the TMP's Road Network Action Plan and Recommended Road Capital Investments. No change to the Amendment is required.

46	John Barnsley, Manager, Policy Planning	City of Niagara Falls	9.E. Complete Streets	<p>The policies should provide flexibility to the lower tier with respect to implementation in order to allow for specific conditions and circumstances.</p> <p>The policies should recognize that there will be situations where not all of the elements of complete streets can be implemented. Flexibility should be provided in the policies.</p>	<p>Policy 3.2.2.3 of the Growth Plan requires municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. To conform to the Growth Plan, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p>*previously Policy 9.E.4 **previously Policy 9.E.5</p>
47	John Barnsley, Manager, Policy Planning	City of Niagara Falls			

48	John Barnsley, Manager, Policy Planning	City of Niagara Falls	Table 9-1 Daylight Sight Triangle	<p>The requirements for daylight triangles should be standardized. The City's standards, provided below, are greater than those contained in the proposed amendment and offer specific consideration for roadway classification. Such a discrepancy between upper and lower tier requirements leads to confusion and questions when dealing with development applications. Daylight triangles should be of a size that can provide sightlines and also to provide for sufficient land for infrastructure and streetscape elements.</p> <table><tr><th>Road Classification</th><th>City</th><th>Region (proposed)</th></tr><tr><td>Local to Local</td><td>5 m x 5 m</td><td rowspan="3">Urban: Signalized = 10 m x 10 m</td></tr><tr><td>Collector to Local</td><td>5 m x 5 m</td></tr><tr><td>Collector to Collector</td><td>7 m x 7 m</td></tr><tr><td>Arterial to Local</td><td>7 m x 7 m</td><td rowspan="2">Non-signalized = 6 m x 6 m</td></tr><tr><td>Arterial to Collector</td><td>12 m x 12 m</td></tr><tr><td>Arterial to Arterial</td><td>12 m x 12 m</td><td rowspan="2">Rural = 15 m x 15 m</td></tr><tr><td>Outside of Urban Boundary</td><td>15 m x 15 m</td></tr></table>	Road Classification	City	Region (proposed)	Local to Local	5 m x 5 m	Urban: Signalized = 10 m x 10 m	Collector to Local	5 m x 5 m	Collector to Collector	7 m x 7 m	Arterial to Local	7 m x 7 m	Non-signalized = 6 m x 6 m	Arterial to Collector	12 m x 12 m	Arterial to Arterial	12 m x 12 m	Rural = 15 m x 15 m	Outside of Urban Boundary	15 m x 15 m	<p>The proposed “Minimum Sight Triangle Requirements Table” added to Table 9-1 of the Regional Official Plan outlines the safety standards established by the Region’s Public Work Department and will apply only to roads within the Region’s jurisdiction. No change to the table is required.</p>
Road Classification	City	Region (proposed)																							
Local to Local	5 m x 5 m	Urban: Signalized = 10 m x 10 m																							
Collector to Local	5 m x 5 m																								
Collector to Collector	7 m x 7 m																								
Arterial to Local	7 m x 7 m	Non-signalized = 6 m x 6 m																							
Arterial to Collector	12 m x 12 m																								
Arterial to Arterial	12 m x 12 m	Rural = 15 m x 15 m																							
Outside of Urban Boundary	15 m x 15 m																								

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
49	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	General	<p>Although this is a Regional Official Plan, there are a number of policies throughout the body of the Plan (e.g. 9.C.11, 9.O.1, 9.E.4, 9.E.5, 9.E.6, 9.F.9, 9.G.2, 9.H.2) that obligate local municipalities by using wording such as "local municipalities shall". Wording which obligates local municipalities should be removed from all Policies.</p>	<p>Policy 3.2.2.3 of the Growth Plan requires municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. To conform to the Growth Plan, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p>The remaining policies identified in this comment are either similarly intended to conform to the requirements of the Growth Plan or have been included within the Amendment to ensure municipalities are undertaking consistent, best practices throughout the Niagara Region. No further changes to these policies are required.</p> <p><small>*previously Policy 9.E.4</small> <small>**previously Policy 9.E.5</small></p>

50	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Objective 9.A.5	Active transportation encompasses more than walking and cycling. Consideration should be given to using walking and cycling and use of public transit as examples.	Objective 9.A.4* has been reworded. *previously Objective 9.A.5
51	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.2 a)	Consideration should be given rewording this Policy to read: "Queen Elizabeth Way (QEW) widening from the eastern most boundary of the Region."	The corridors identified in the policy were specifically referenced in the Region's Transportation Master Plan (TMP). The requested change in wording would include road networks not currently envisioned in the TMP. No change to this policy is required.
52	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.2. b)	Not all examples provided are interchanges on Highway 406.	Policy 9.B.2 b) has been reworded to clarify the intent of the policy.
53	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.4	Reference to Provincial Freeway network should be changed to Provincial Highway network.	Policy 9.B.4 has been reworded as suggested.
54	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.C.1 c)	As an urban growth centre is defined on page 10 of the proposed Amendment it is not necessary to specify the City of St. Catharines in this Policy.	In order ensure consistency between the Niagara Region's Official Plan and its various supporting documents, the reference to the City will be retained. For these same reasons, Policy 9.C.2 c) has been reworded to state "Downtown St. Catharines Urban Growth Centre".

55	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.D.6	Second sentence in Policy should read: 'The Region encourages local municipalities to consider various means to protect and/or acquire such corridors.'	The word “recommend” more strongly reflects the intent of Policy 9.D.7* . No change to the policy is required. *previously Policy 9.D.6
56	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.H.1	Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.	Policy 9.H.1 has been reworded.

Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
57	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	General Although this is a Regional Official Plan, there are a number of policies throughout the body of the Plan (e.g. 9.C.11, 9.O.1, 9.E.4, 9.E.5, 9.E.6, 9.E. 7, 9.F.9, 9.G.2, 9.H.2) that obligate local municipalities by using wording such as "local municipalities shall". Wording which obligates local municipalities should be reviewed and used only when absolutely necessary. It is noted the Growth Plan 2017 policies do not use the word "shall".	<p>Policy 3.2.2.3 of the Growth Plan requires municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. To conform to the Growth Plan, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p>The remaining policies identified in this comment are either similarly intended to conform to the requirements of the Growth Plan or have been included within the Amendment to ensure municipalities are undertaking consistent, best practices throughout the Niagara Region. No further changes to these policies are required.</p> <p><small>*previously Policy 9.E.4 **previously Policy 9.E.5</small></p>

58	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Objective 9.A.5	Active transportation encompasses more than walking and cycling. Consideration should be given to using examples; perhaps a more generic statement can be made that doesn't specify certain types of active transportation and is more consistent with the Active Transportation definition.	Objective 9.A.4* has been reworded. *previously Objective 9.A.5
59	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.B.2	An additional subsection "g" should be included that steps outside of only those provincial identified corridors, to name <i>"any other corridor that may have the capacity to serve in a transportation function complimentary to provincial and regional transportation systems planning, such as those identified in PPS 2014 section 1.6.8.4 and section 9.0.6 herein."</i> Examples of <i>"other corridors"</i> in this context would include rail and hydro corridors that if decommissioned, hold great potential for transportation alternatives.	The corridors identified in the policy were specifically referenced in the Transportation Master Plan (TMP). The requested change in wording may include road networks not currently envisioned in the TMP. No change to this policy is required. Policy 9.D.7* addresses the protection and potential reuse of abandoned rail and hydro corridors for active transportation, and new Policy 9.H.7 has been added the Amendment to provide for the protection of abandoned rail corridors for future freight activity. *previously Policy 9.D.6
60	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.B.3	For inclusiveness, the Town is suggesting the wording include reference to local municipalities with the following modification, <i>"The Region, in consultation with local municipalities, will work with Metrolinx, the Province and other stakeholders ..."</i>	Policy 9.B.3 has been reworded as suggested.
61	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.C.1 b)	Currently, a number of transit agencies provide links or community bus service to areas that do not or will never achieve a density to support service provision. The support of such areas cannot be ignored, and should be addressed in this policy to ensure connection and public equity.	Former Policy 9.C.2 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)* . Policy 9.C.2 a)* has been reworded to clarify strategic growth areas will be <i>prioritized</i> for transit service. *previously Policy 9.C.1 a)
62	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.C.3	Elevate the demand-responsive transit service by replacing the word "encourage" with "supports". This in relation to such communities as Stevensville, for example.	No change to the policy is required.

63	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.2	The reference to both the Strategic Cycling Network and Niagara Bikeways Master Plan is confusing. Which plan is being implemented? What is the difference between the two Plans? Should there be an additional schedule showing the Niagara Bikeways Master Plan area?	The Strategic Cycling Network is identified within the TMP and identifies gaps and underserved areas within the Niagara Bikeways Master Plan that should be developed within a shorter-term horizon. Both of these networks are outlined within Schedule E2 of the Amendment. For clarification, Schedule E2 has been retitled to the “Niagara Bikeways Master Plan” rather than the “Strategic Cycling Network”.
64	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.6	Second sentence in Policy should read: "The Region supports local municipalities in their efforts to protect and/or acquire such corridors." This topic goes back to the <i>PPS 2014 section 1.6.8.4</i> referenced earlier and it would be appropriate for the Region to state "support" as a means of elevating significance. It is shown on the Region's schedules and therefore is interpreted as supportive.	The term “support” may imply a level of financial commitment the Region is not able to make at this time. No change to the policy is required.
65	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.7	The word "over" in the policy should be more generic as not all crossings are "over" the highway. A suggestion for wording being more generic could be, " <i>...the provision of safe active transportation crossings of 400 series highways.</i> "	Policy 9.D.8* has been reworded. *previously Policy 9.D.7
66	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.H.1	Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.	Policy 9.H.1 has been reworded.
67	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Schedule E1	There are policies related to the Niagara Greater Toronto Area East Corridor (NGTA) within the amendment. This proposed corridor should be illustrated on Schedule E1, as the Ministry of Municipal Affairs requires just about all Planning Act applications located within or adjacent to be circulated to the Ministry for their review.	The South Niagara East-West Arterial Road/Niagara Greater Toronto Area (NGTA) East Corridor is identified in Policy 9.B.2 , and a conceptual outline of the corridor is identified in “Map 6: 2041 Road Network” of the TMP.

					<p>As outlined in the TMP, the exact boundaries of the NGTA East Corridor must be determined through a Phase 2 Environmental Assessment. To add mapping to the Amendment that delineates this corridor prior to the completion of this study may inadvertently date the document and reduce the effectiveness of its policies and mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
68	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Schedule E2	<p>The Region continues to identify the Stevensville to Bridgeburg Corridor as part of their strategic bike network (Schedule E2), while the Town is greatly supportive of this initiative, have CP or CRX been consulted about this being identified for cycling/trail purposes? If not this is something the Region may want to consider.</p>	<p>Although CP was invited to stakeholder meetings as part of the development of the TMP, Regional staff has not met with CP or CRX regarding future implementation of the biketrail.</p>
69	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Section 15 Definitions	<p>"Active Transportation"- The Town has some concern with the definition, specifically the wording "other powered devices" currently proposed in the Region's amendment. While similar, there is subtle difference as it relates to "other mobility devices".</p> <p>The Growth Plan (2017) defines active transportation as: "Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed." (PPS, 2014) (Emphasis added)</p> <p>Town Staff would be more supportive of using this type of language (PPS 2014), as it appears to link speed of "other mobility devices" to that of motorized wheelchairs.</p>	<p>The definition for "active transportation" has been reworded as suggested.</p>

				Common concerns over e-bikes, golf carts, snowmobiles and "other mobility devices" that are not truly AT or accessibility related, are exploiting the AT infrastructure networks and pose a higher degree of risk to intended AT users.	
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	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
70	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.A General Objectives	Section 9.A General Objectives should include direct reference to accessibility and age-friendly. Staff recognize that these items have been addressed indirectly in the definition of “complete streets”, however would like to see these items included in the objectives also. Further, staff suggest the need to provide accessible and age-friendly features be included in Policy 9.E.2 as a criteria for consideration of a complete street.	Objectives 9.A.1 and 9.A.2* has been reworded to include people “of all ages and abilities”. Former Policy 9.E.2 has been removed to conform to the Provincial Growth Plan. *previously Objective 9.A.3
71	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.C Public Transit	The Region must provide services that are currently being offered in small rural municipalities and recognize that it may not be as economically feasible as for larger municipalities. Transit must support all employment areas (i.e. Fenwick, Fonthill, Ridgeville, etc.) in small municipalities	Former Policy 9.C.1 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)* . Policy 9.C.2 a)* has been reworded to clarify strategic growth areas will be <i>prioritized</i> for transit service. *previously Policy 9.C.1 a)
72	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.C.3	Staff has particular concern with Policy 9.C.3 which indicates that the Region will encourage the provision of demand-responsive transit service, where operationally and economically feasible, in local municipalities to serve low-density areas. Public transit must be available to all, including seniors and families living in rural communities that may not require accessible transit. There are a growing number of healthy seniors staying in their rural homes longer as they cannot afford to move elsewhere. Public transit is a major part of quality of life for all residents.	Understanding that prioritization for transit service will occur in areas that are most able to sustain it, demand-responsive transit allows for alternative service delivery in areas with very low demand for public transportation. The intent of this policy is to encourage the Region and its local municipalities to explore means of utilizing emerging and existing technology to decrease the cost of providing demand-response transit service and increase convenience to travelers. No change to this policy is required.
73	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.D Active Transporta tion	Section 9.D Active Transportation does not include support for local Active Transportation Master Plans. Policy 9.D.3 indicates that the Region will fund the implementation of the Niagara Bikeways Master Plan along Regional roads. The draft policies should be amended to reflect support,	The implementation of local Active Transportation Plans is outside of the Region’s immediate jurisdiction, and as such, the Region cannot specifically commit to the funding of these plans.

				funding and alignment with local Active Transportation Plans also.	
74				<p>In addition, Section 9.D Active Transportation is weighted heavily toward cyclists (4 of 7 policies). The draft policies should be amended to recognize other users as well.</p>	<p>The following changes to the Amendment partially address this comment:</p> <ul style="list-style-type: none">• Language has been added to Objectives 9.A.1 and 9.A.2* to refer to people “of all ages and abilities” to establish that the design, refurbishment and construction of the Region’s street network should consider the needs of all users;• New Policy 9.D.9 has been added to the Amendment to address active transportation infrastructure and trails within the Niagara Escarpment Plan boundary and within the Niagara Parks Commission’s right-of-ways; and <p>Further, it is expected that through the development of a Travel Demand Management (TDM) Study, the Region will be given further direction to address the needs of active transportation users. New Policy 9.D.10 links the development of the TDM Study and the implementation of active transportation-friendly infrastructure and facilities.</p> <p><small>*previously Objective 9.A.3</small></p>

75	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.E7	Policy 9.E.7 indicates that the Region will work with local municipalities to implement complete street elements, such as multi-use paths, street lighting and missing sidewalk links along Regional roads. Staff suggest that this policy be clarified as to who will be funding these elements on Regional roads.	Former Policy 9.E.7 has been removed from the Amendment. No change to the Amendment is required. Please note that the Operating Policies Review Technical Paper, which was prepared as part of the development of the Niagara Region's Transportation Master Plan (TMP) outlines specific capital costs the Region may contribute towards complete street elements along Regional Roads within Downtown and/or Business Improvement Areas.
76	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.E.8	Policy 9.E.8 indicates that elements of complete streets that fall under local jurisdiction shall be maintained by the local municipality. Staff request clarification of what is meant for "those elements that fall under local jurisdiction" and have concerns about the additional cost burden this may cause for local municipalities. This concern was similarly expressed in the September Committee Report regarding the TMP.	It is the current practice for the Region to maintain transportation infrastructure between the curbs of Regional Roads. The Region is also responsible for the design, installation, and maintenance of lighting along Regional Roads. Infrastructure or other complete streets elements located outside of the "curb-to-curb" right-of way are expected to be maintained by the local municipality or by another designated public or private body.
77	Shannon Larocque Senior Planner of Community Planning and Development	Town of Pelham	Schedule E1	Staff note that Schedule E1 Transportation Infrastructure shows the portion of the Steve Bauer Trail between Murdoch Street and Church Street as Railway (Inactive). Some of this portion of the former railway has already been converted into a recreational trail and the remainder is anticipated in the future.	Schedule E1 has been revised to address this comment.

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
78	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Township of West Lincoln requests commitment from the Region on the following matters within the Transportation Master Plan which relate to West Lincoln, as well as the proposed timeframes for these projects, which are outlined in the implementation section of the TMP, to be included in ROPA 13:</p> <p>That within the 2018-2019 time period the Region will finalize The Niagara Trade Corridor Sub-Committee (Regional/Provincial/Federal) as defined, as a committee which will be responsible to the Niagara Transportation Steering Committee and be comprised of Regional councillors, Municipal Councillors, Public Works Staff, and Planning Staff to ensure that the long term transportation infrastructure requirements such as the Niagara-Hamilton Trade Corridor and Niagara Escarpment Crossings are strongly advocated at both the Provincial and technical levels for approval, funding and implementation.</p>	The Niagara Region's Official Plan does not determine the role or function of Council's committees as such policies may inadvertently date the document and reduce the effectiveness of its policies. No change to the Amendment is required.

79	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Region completed a Niagara Escarpment Crossing Transportation Study in 2016, which identified the need to improve road crossing of the Escarpment to allow for safe and efficient movement of trucks. The recommendation includes a new escarpment crossing and improving the operation of the existing crossings:</p> <ol style="list-style-type: none"> 1. Download Mountain Road (Grimsby) and Mountain Street (Lincoln) from regional to municipal jurisdiction so that provisions can be made to reduce truck traffic in the built up areas along these roadways. 2. Extend Bartlett Avenue (Grimsby) from Main Street East to Mud Street East. The extension alignment must include significant improvements to the Park Road corridor. <p>The Projected Transportation improvements for Niagara Escarpment Crossing within the Niagara Region should include more details regarding implementation of the project as well as a projected date to be finished within the Regional Official Plan Amendment 13. The Niagara Escarpment Crossings Project is within the Regions Road Action plan which is expected to be completed in the short term phase outlined in the Transportation Master Plan, which has a timeline set by the Region of 2017-2021. More details regarding the Niagara Escarpment Crossings should be defined and incorporated in the Regional Official Plan Amendment.</p>	<p>The undertaking of an Environmental Assessment for the Niagara Escarpment Crossing is identified within the 2041 Road Network Action Plan of the Region's Transportation Master Plan (TMP). The TMP will be reviewed every five (5) years, resulting in potential changes to the phasing of the action plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Niagara Escarpment Crossing.</p>
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80	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>“How We Go” states that the Niagara Region, in conjunction with The Ministry of Transportation, and City of Hamilton shall undertake a role and function study that defines future role and corridor (trade corridor, international/inter-regional travel corridor), opportunities (road improvements including the Smithville By-pass) and implementation strategies (jurisdiction, costs, timing). The Niagara Region has a timeframe of 2018-2019 for the Regional Road 20/Highway 20 role and Function study. The Region has a deadline for this project to be completed within the short term timeframe, which will be completed between 2017-2021. More details regarding Regional Road 20/Highway 20 role and function study are requested to be incorporated into ROPA 13.</p>	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Role and Function Study.</p>
81	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Regions action plan states that the Region would like to Advocate and work with the Ministry of Transportation for capacity improvements to accommodate inter-regional and international travel demand, which includes building a new Niagara-Hamilton Trade Corridor. The Niagara Hamilton Trade Corridor which connects Niagara Region from Fort Erie to Hamilton in the vicinity of the Hamilton Airport/Highway 403, would address the more immediate demands of moving goods in and through Niagara in the absence of the full NGTA corridor. The TMP Action Plan has set out to have these works completed within the medium/ long term timeframes. (between 2022-2041) The Region should incorporate more details of this project including associated timelines within the Regional Official Plan Amendment 13.</p>	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Niagara-Hamilton Trade Corridor.</p>

82	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Smithville by-pass was identified as one of the 5 sub-areas identified in the Regional Transportation Master Plan. These subareas were identified based on their current and anticipated future traffic demands and history of traffic operations or safety concerns.</p> <p>Since it has not yet been established how the Smithville bypass is to be configured, this subarea analysis was put on hold. Although the subarea analysis was not conducted for the Smithville Bypass, consideration of the bypass has identified that several transportation initiatives that may be interconnected and as such should be addressed. Based on these considerations, the following is recommended:</p> <ul style="list-style-type: none"> • That the Region and the Township of West Lincoln establish the preferred routing for the Smithville Bypass, either on the north side or south side of downtown Smithville, and conduct the subarea analysis to establish local traffic impacts and identify required infrastructure and operational improvements; • That the Region continue working with Hamilton, Halton, Peel and Waterloo Regions to advocate for a Niagara-GTA corridor as an alternate route to the QEW, connecting Fort Erie to the GTA through south Niagara (previously known as the Mid-Peninsula highway); and • That the Region undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred 	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the status and direction of the Smithville By-pass.</p>
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				<p>alignment and preliminary design for the Bartlett Avenue Extension.</p> <p>Township staff feels that the Smithville By-pass as part of sub-area 5 within the 10 year road capital improvement program should be better described with reference to the new 25 year horizon timelines and how it is going to be implemented in [ROPA 13].</p>	
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Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
83	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	General	It is understood that this proposed amendment is proceeding prior to the Region preparing a new Official Plan. Is it intended that the local municipalities will need to amend their Official Plans following the Province's approval of ROPA 13 or is the Region considering allowing local conformity after the new Regional Official Plan is approved? The City would prefer that flexibility be provided in terms of local implementation to allow for staff and financial budgeting to prepare to undertake the work.	According to Section 27 (2) of the Planning Act, local municipalities would be expected to update their local official plans and zoning by-laws within one year of the approval of the Amendment. Given that this Amendment is being brought forward for approval prior to the remaining comprehensive review of the Official Plan, however, local municipalities will generally be given the flexibility with regards to the timing of these amendments.
84	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	General	The City encourages the Region to consider funding opportunities to assist municipalities with the cost of preparing an Official Plan amendment to conform to ROPA 13. As suggested above, flexibility for implementation would be appreciated.	The Region is not currently in a position to offer financial support for the implementation of local Official Plan Amendments. Support in terms of staff resources (i.e. "model policies", staff meetings or discussions, policy review) may be possible. Being mindful of workloads, staff encourage local area municipal planners to connect with the Region's Planning and Development Services Department once capacity has been allotted towards undertaking a ROPA 13 conformity exercise.
85	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.F.7	Policy 9.F.7 mentions the Region's Model Urban Design Guidelines as a tool for providing comments on development applications along Regional Roads. Given that the guidelines were adopted in 2005 and there has been a significant amount of provincial policy changes as well as new best practices, does the Region intend to update this document?	At this time, it is anticipated that an update to the Region's Model Urban Design Guidelines will align with the approval of the new Regional Official Plan. It is anticipated that Policy 9.F.7 will be revised to reflect any changes or updates to Regional guidelines or policies prior to the approval of the new Regional Official Plan.
86	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.F.9	Policy 9.F.9 notes that local municipalities shall develop Official Plan policies to provide corridor protection to not predetermine or preclude the planning of the 'above noted' transportation facilities. Please confirm what the	Policy 9.F.9 has been reworded.

				'above noted' is referring to. It is suggested that this policy be revised for clarification.	
87	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.G.1	<p>Policy 9.G.1 -Is the intention of this policy to provide direction to the Region to include policies in the ROP in the future that address TOM? If this is the intent, the City suggests revising the wording of the policy to the following:</p> <p>"The Region will develop a Transportation Demand Management strategy and will include policies in this Plan to implement the strategy. The strategy will aim to:</p> <ul style="list-style-type: none"> a) Reduce trip distances and time; b) Increase alternative uses to the automobile; c) Prioritize active transportation, transit and goods movement over single-occupant automobile; d) Expand infrastructure to support active transportation; and e) Consider the needs of major trip generators." 	No change to this policy is required.
88	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.G.1 & Policy 9.G.2	Policy 9.G.1 and 9.G.2 refer to a Transportation Demand Management strategy and study. It is suggested that the language be consistent and that only one term be used (strategy or study).	Policies 9.G.1 and 9.G.2 have been reworded to reflect the terminology used within the Region's Transportation Master Plan (TMP), which refers to a " <u>Travel</u> Demand Management <u>Study</u> ".
89	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.H.1	Is the Goods Movement Study referenced in Policy 9.H.1 anticipated to inform future Regional Official Plan policy and if so, is the timing of the study anticipated to align with the new Regional Official Plan?	While the TMP recommends that the Region undertake a Goods Movement Study, a timeline for the study has not yet been determined.
90	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Schedule E1	It is our understanding that Highway 20, between Highway 58 and the City of Thorold and City of Niagara Falls municipal border is owned by the Province and is managed by the Ministry of Transportation.	Schedule E1 has been revised to address this comment.

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
91	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	General	<p>It is therefore recommended...that a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E's as follows:</p> <p>That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.</p>	The role of the Niagara Region's Official Plan is to provide direction regarding land use planning matters within the Niagara Region. It is, therefore, not within the scope of the Official Plan to provide policies or requirements related to the "Education, Enforcement, or Evaluation" of cycling related matters. No changes to the Amendment are required.
92	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	General	<p>In conclusion, some of the broader tourism related elements in Section 9.F of the current approved Official Plan should be carried forward in the new Amendment. It is important to include a supportive statement for cycle tourism in general, which would be all inclusive of this important economic driver for the region. Therefore, it is recommended...that a new Objective in Section 9.A or new Policy in Section 9.D be added to the Amendment stating:</p> <p>Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.</p>	Objective 9.A.1 speaks to the promotion and support of a multimodal transportation system that enables, among other things, recreational and tourist opportunities. Further objectives and policies beyond those already provided for in the Amendment or the specific tourist areas identified in Chapter 2 is not required at this time.

93	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.C.2 e)	<p>Policy 9.C.2.e) provides a number of important supports and linkages to better integrate public transit with a number of other strategic goals outlined. Sub-section e) provides for park-and-ride facilities that support multimodal travel with linkages to pedestrian and transit routes, bicycle infrastructure, and priority spaces for carpool and car-share vehicles. Priority spaces also should be provided for bicycles to support the “1st mile, last mile” multi-modal transportation option. This is particularly important for the proposed new Mobility Hub Stations in Grimsby, Beamsville, St. Catharines and Niagara Falls. Bicycle parking spaces should be located near the front of transit station entrances where security and visibility are best, rather than at the back of the lot.</p> <p>Therefore, it is recommended:</p> <p>That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons.</p>	Staff are uncertain what “priority spaces for bicycles at park-and-ride facilities” refers to. General design standards regularly places bicycle parking near structures or building entrances. No change to the policy is required.
94	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.C.12	<p>Therefore, it is recommended:</p> <p>That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided at and to transit facilities, public and institutional areas, and employment areas. Also, the Niagara Parks Commission should be added to the list of transit partners.</p>	<p>Policy 9.C.13* has been reworded as suggested.</p> <p>*previously Policy 9.C.12</p>

95	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Section 9.D. Active Transportation	Therefore, it is recommended...that the following new policy be included in Section 9.D: The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.	No change to the Amendment is required.
96	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.D.2	Therefore, it is recommended...that Policy 9.D.2 be further modified as follows: The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region's Transportation Master Plan (TMP). Over the next 10 years the "Potential Infill Corridors" identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.	On recommendation of the Municipal Class EA, the TMP will be updated every five (5), which may result in potential changes to the Niagara Bikeways Master Plan and Strategic Cycling Network. Staff believe that it is more appropriate for matters related to the timing and funding of the Region's Capital Works program to be outlined within the TMP. New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.
97	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.D.4	Therefore, it is recommended...that Policy 9.D.4 be modified as follows: The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.	The use of the word "support" in Policy 9.D.4 allows the Region flexibility to provide funding where possible, while encompassing other forms of support and co-ordination. The York Region Official Plan policy referred to in this comment, similarly uses the term "partner" for this purpose. No changes to the Amendment are required. Staff continue to believe that it is more appropriate for matters related to the funding of the Region's Capital Works program to be outlined within the TMP.
98	David Hunt, Drew Semple, Bob Romanuk, Tom	Regional Active	Policy 9.D.8	Therefore, it is recommended:	Policy 9.D.8 has been reworded.

	Whitelaw, and Ken Forgeron	Transportation Advocates		That proposed Policy 9.D.8 be revised to delete the word “encourage” and replace it with the words “provide for” to ensure the provision of active transportation facilities across Provincial Highways.	
99	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.F.2	<p>Policy 9.F.2 makes provision for a wide variety of uses (e.g. public transit facilities) within Region Road allowances that are conveyed to it as a condition of approval of a development application. Policy 9.F.8 indicates that the Region will plan and protect rights-of-way for the Niagara Region’s transportation system. We would argue that this transportation system and the list of uses also should include active transportation facilities that are envisioned as part of the Strategic Cycling Network identified on Schedule E. Also, the Niagara Parks Commission should be identified as another key transit partner given its WEGO transit service along the Parkway.</p> <p>Therefore, it is recommended:</p> <p>That proposed Policy 9.F.2 be modified to add “active transportation facilities” to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.</p>	Policy 9.F.2 has been reworded as suggested.
100	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.F.8	<p>Therefore, it is recommended:</p> <p>That proposed Policy 9.F.8 be modified to add “active transportation corridors” to the list of possible uses that would be considered for</p>	Policy 9.F.8 has been reworded as suggested.

				protection within Regional Roads rights-of-way planned corridors.	
101	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Definitions	<p>Therefore, it is recommended...that the wording changes suggested below in underline and cross outs be made to the definition of bicycle infrastructure in Part III- Definitions:</p> <p>Bicycle Infrastructure means all infrastructure and facilities used for cycling, including <u>bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails), trip end facilities such as and bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling supportive items such as bike repair stations and priority signal lights.</u></p>	The definition for “bicycle infrastructure” has been reworded.
102	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Schedule E2	<p>Therefore, it is recommended:</p> <p>That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.</p>	<p>As stated, Regional staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
103	Wally Tykoliz	Niagara Cycling Clubs Alliance	General	<p>That a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E's as follows:</p> <p>That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.</p>	<p>The role of the Niagara Region's Official Plan is to provide direction regarding land use planning matters within the Niagara Region. It is, therefore, not within the scope of the Official Plan to provide policies or requirements related to the "Education, Enforcement, or Evaluation" of cycling related matters. No changes to the Amendment are required.</p>
104	Wally Tykoliz	Niagara Cycling Clubs Alliance	General	<p>That a new Objective in Section 9.A or new Policy in Section 9.D be added to the Amendment stating:</p> <p>Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.</p>	<p>Objective 9.A.1 speaks to the promotion and support of a multimodal transportation system that enables, among other things, recreational and tourist opportunities. Further objectives and policies beyond those already provided for in the Amendment or the specific tourist areas identified in Chapter 2 is not required at this time.</p>
105	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.C.2 e)	<p>That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons."</p>	<p>Staff are uncertain what "priority spaces for bicycles at park-and-ride facilities" refers to. General design standards regularly places bicycle parking near structures or building entrances. No change to the policy is required.</p>

106	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.C.12	That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided <u>at and to</u> transit facilities, public and institutional areas, and employment areas.” <i>Regional staff appear to support this recommendation, but the Niagara Parks Commission should also be added to the list of transit partners.</i>	Policy 9.C.13* has been reworded as suggested. *previously Policy 9.C.12
107	Wally Tykoliz	Niagara Cycling Clubs Alliance	Section 9.D. Active Transportation	That the following new Policy be included in Section 9.D: The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.	No change to the Amendment is required.
108	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.2	That Policy 9.D.2 be further modified as follows: Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region’s Transportation Master Plan (TMP). Over the next 10 years the “Potential Infill Corridors” identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.	On recommendation of the Municipal Class EA, the TMP will be updated every five (5), which may result in potential changes to the Niagara Bikeways Master Plan and Strategic Cycling Network. Staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP. New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.
109	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.4	That Policy 9.D.4 be modified as follows: Policy 9.D.4 The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements	The use of the word “support” in Policy 9.D.4 allows the Region flexibility to provide funding where possible, while encompassing other forms of support and co-ordination. The York Region Official Plan policy referred to in this comment, similarly uses the term “partner” for this purpose.

				identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.	No changes to the Amendment are required. Staff continue to believe that it is more appropriate for matters related to the funding of the Region's Capital Works program to be outlined within the TMP.
110	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.8	That proposed Policy 9.D.8 be revised to delete the word "encourage" and replace it with the words "provide for" to ensure the provision of active transportation facilities across Provincial Highways." Regional staff appear to support this recommendation.	Policy 9.D.8 has been reworded.
111	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.F.2	That proposed Policy 9.F.2 be modified to add "active transportation facilities" to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.	Policy 9.F.2 has been reworded as suggested.
112	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.F.8	That proposed Policy 9.F.8 be modified to add "active transportation corridors" to the list of possible uses that would be considered for protection within Regional Roads rights-of-way planned corridors." <i>Regional staff appear to support this recommendation.</i>	Policy 9.F.8 has been reworded as suggested.
113	Wally Tykoliz	Niagara Cycling Clubs Alliance	Definitions	<p>That the wording changes suggested below in <u>underline</u> and cross-outs be made to the definition of bicycle infrastructure in Part III- Definitions:</p> <p>Bicycle Infrastructure means all <i>infrastructure</i> and facilities used for cycling, including <u>bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails) trip end facilities such as and bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling</u></p>	The definition for "bicycle infrastructure" has been reworded.

				<u>supportive items such as bike repair stations and priority signal lights.</u>	
114	Wally Tykoliz	Niagara Cycling Clubs Alliance	Schedule E2	That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.”	<p>As stated, Regional staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
115	Sarah Kim, Acting Town Clerk	Town of Grimsby Council	General	<p>That Council for the Town of Grimsby respectfully requests that the Region amend the Transportation Master Plan (TMP) Executive Summary and Final TMP, Map 6 - 2041 Road Network, and Map 8 - Proposed Road Network Phasing to include the wording that the “<i>Status of Livingston Avenue is in abeyance until addressed by Grimsby Council.</i>”;</p> <p>AND, that Council for the Town of Grimsby respectfully requests that Regional Council defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby’s position statement, “<i>Status of Livingston Avenue is in abeyance until addressed by Grimsby Council.</i>”;</p> <p>AND, that Council for the Town of Grimsby respectfully requests that the Province defer approval of ROPA 13 pending an amendment to the TMP and inclusion of the Town of Grimsby’s position statement, “<i>Status of Livingston Avenue is in abeyance until addressed by Grimsby Council.</i>”;</p> <p>AND, that the duly elected 2018-2022 term of Council for the Town of Grimsby does not support an extension of Livingston Avenue, through Greenbelt land, from Emily Street to Main Street West;</p> <p>AND, that the Town of Grimsby will provide a reconfirmation of its position at the 5-year review of the TMP;</p>	<p>A presentation from Regional staff was made at the Town of Grimsby Council meeting on September 16, 2019 in order to clarify the relationship between the Niagara Region Transportation Master Plan, Regional Official Plan Amendment 13, and the Livingston Avenue Extension Municipal Class Environmental Assessment, and each of their respective purposes.</p> <p>Further, sub-bullets a) and b) have been added to Policy 9.H.2 to clarify process and alignment with the Greenbelt Plan.</p>

				AND , that this resolution and Appendix A be circulated to the Region for consideration; AND , that this resolution be forwarded to the Ministry of Municipal Affairs and Housing and the appropriate provincial authorities for consideration.	
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DRAFT

Subject: Employment Policies Update: Project Initiation Report

Report to: Planning and Economic Development Committee

Report date: Wednesday, October 9, 2019

Recommendations

1. That this report **BE RECEIVED** for information; and
2. That a copy of PDS 35-2019 **BE CIRCULATED** to all Local Municipalities and the Ministry of Municipal Affairs and Housing.

Key Facts

- The purpose of this report is to advise Council of the initiation of an Amendment to the existing Regional Official Plan (OP) to update the OP's employment policies.
- The 2019 *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* came in to effect in May 2019. It introduced significant changes to the treatment of employment lands and areas, including the ability to convert lands in an employment area prior to the completion of the Region's new OP. Under the former *Growth Plan*, conversions could only happen at the time of the Region's new OP.
- The Region must have up-to-date OP policies to address conversion applications and other new employment permissions introduced in the 2019 *Growth Plan*. A pro-active approach is needed to ensure the Region is prepared for applicants seeking approvals under the new employment policies.
- The 2019 *Growth Plan* now specifically permits employment area designations in advance of passing of a new official plan.
- Staff are assessing existing employment policies contained in Chapter 4 of the OP, and related definitions and Schedules, to see what needs updating. Staff will return to PEDC with a recommended Official Plan Amendment to conform to the 2019 *Growth Plan* employment policies.

Financial Considerations

The cost of the work associated with this Amendment is included within the Planning and Development Services council approved 2019 operating budget.

Analysis

The 2019 *Growth Plan* changed or added several new employment policies. Some of these changes are a significant departure from past practice. The Region should take a proactive approach to ensure that its OP is up-to-date with the current policies, particularly since decisions of Council must conform to the *Growth Plan*.

Key employment changes include:

- New policies that permit a private landowner to convert lands in employment areas in advance of the completion of the Region's new OP;
- Revisions to the meaning of the terms employment lands and employment areas, and removing the concept of prime employment areas;
- Introduction of the concept of a Provincially Significant Employment Zone;
- Introduction of policies for land use changes for employment lands (outside of employment areas) where a similar number of jobs remain accommodated on site;
- New permission for a settlement area boundary expansion up to 40 Ha before the new OP is adopted, for any land uses, including employment;

As previously noted, the Region's existing OP is not reflective of these policies. Updating the OP is a requirement of the *Growth Plan* and, importantly, is needed to provide a fair, predictable and competitive business environment for employment lands. The 2019 *Growth Plan* specifically permit employment area designations in advance of the passing of whole new official plan.

For these reasons, Staff will review employment policies in Chapter 4 of the OP and related definitions and schedules and propose changes to conform to the *Growth Plan*.

The Region met, individually, with municipal staff on employment lands and areas, amongst other things, in the summer of 2019. Consultation with stakeholders is currently planned for October 2019. After this consultation, and after undertaking a detailed review of the OP policies, staff will return to PEDC with a draft Regional Official Plan Amendment (ROPA) proposal and statutory public meeting.

The proposed ROPA will be a conformity exercise under the *Growth Plan* and therefore will proceed under Section 26 of the *Planning Act, 1990* with the Province as the approval authority.

In addition to the process set out in this Report relating to the existing OP, staff continue its work on policies for the *new* OP, which was set out in PDS 33-2019.

Alternatives Reviewed

An alternative is to not proceed with an amendment to the current OP employment policies at this time. This is not preferred since the current plan contains outdated employment policies that do not position the Region well in responding to employment-related applications.

Additionally, not proceeding would put the Region at a competitive disadvantage to other municipalities in the Greater Toronto and Hamilton Area that have more modern policies.

Official plan conformity with the *Growth Plan* is required; Staff have the resources and momentum to proceed at this time.

Relationship to Council Strategic Priorities

Commencing an immediate update to the Region's employment policies to ensure alignment with the *Growth Plan* will assist in implementing Council's Strategic Priority of Supporting Business and Economic Growth.

Other Pertinent Reports

- PDS 33-2019, Growth Management Program Update for the New Official Plan

Prepared by:

Isaiah Banach
Manager, Long Range Planning

Recommended by:

Rino Mostacci, MCIP, RPP
Commissioner
Planning and Development Services

Submitted by:

Ron Tripp, P.Eng.
Acting, Chief Administrative Officer

This report was reviewed by Doug Giles, Director, Community and Long Range Planning.

Appendices

None.

Subject: Q3 Economic Development Quarterly Update

Report to: Planning and Economic Development Committee

Report date: Wednesday, October 9, 2019

Recommendation

That this report **BE RECEIVED** by the Planning and Economic Development Committee (PEDC) for information.

Key Facts

- Economic Development provides quarterly updates to the PEDC. The purpose of this report is to provide the PEDC with an update on the department's activities for the third quarter (Q3) 2019.
- Economic Development activities support the Economic Development Strategy and Action Plan approved by PEDC in March 2019.
- Economic Development functional activities: Trade and Investment; Expedited Services for Business; Strategic Economic Initiatives and Strategic Marketing Initiatives, are grouped under the seven themes of the Strategy.

Financial Considerations

The activities described in this report have been accommodated within the council approved 2019 Economic Development operating budget.

Analysis

Niagara Economic Development, in collaboration with local businesses, industry associations, community stakeholders, and post-secondary education institutions, has developed a five-year strategic action plan. The action plan is based on the extensive stakeholder engagement that was conducted throughout 2018. The success of Niagara Economic Development's Strategic Action Plan can only be achieved through meaningful partnerships and collaboration with our partners across Niagara.

Seven themes emerged from the development of the Economic Development Strategic Action Plan:

- Economic Development: Supporting Business Growth and Diversification across Niagara Region
- Employment Land Strategy: Identifying and Creating a Provincially Significant Employment Zone

- Marketing Niagara Region: Raising the Profile of Niagara as a Place to Live and Do Business
- Streamline Planning Processes: Expediting Approvals Process
- Increase Niagara's Competitiveness: Addressing Unnecessary Regulatory Burdens on Businesses
- Workforce: Meeting Current and Future Talent, Professional, Skilled Trades and Labour Needs
- Advocacy: Improving Transportation Infrastructure Ensuring Niagara Remains Competitive in Global Economy

Economic Development: Supporting Business Growth and Diversification across Niagara Region.

Niagara Economic Development provides on-going assistance to the local municipalities to support their economic development functions. This includes: the services of the Niagara Foreign Trade Zone Manager, to engage companies in federal programs and encourage export activity; economic and business research and analysis; expedited development services and support to the local area municipalities without economic development offices on regionally significant projects.

Economic Development Officer (support for tourism, agriculture, succession planning and Local Area Municipalities (LAMs)).

Stakeholder meetings: 10 meetings with 7 stakeholders including:

- Global Skills Strategy; Venture Niagara; Niagara Workforce Planning Board; CoStar

Agri-business: 12 meetings with 7 stakeholders including:

- Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) Rural Economic Development information session and Agri-Innovate Places to Grow Program session.
- Working with Cannabis regulatory bodies on potential Niagara presentation.
- Partnership and promotion meetings on the Niagara College Canadian Food and Wine Institute (CFWI) Food and Beverage Summit.
- Golden Horseshoe Food and Farming Alliance (GHFFA) project advancement: working group meetings, and secondary meetings for the Long Term Care Home local procurement project.

Tourism: 29 meetings with 14 stakeholders including:

- 6 RFPs released and promoted for Niagara 2021 Canada Summer Games business opportunities. RFPs included: printing services, social media, promotional products, modular pool, and project management services.
- Brock University's Sports Tourism Report – final report presented at PEDC and currently engaging stakeholders on the final report for feedback.

- Niagara Airports Feasibility and Future Business Modelling Study: RFP was awarded, onsite inspections and stakeholder engagements have been completed.
- Additional meetings include: sport tourism bid planning discussions, Canada Summer Games programming requests, 5 scenic trails, Ministry of Tourism, Culture and Sport, ferry services, etc.
- Niagara Gateway Information Centre Q2 2019: 13,269 visitors in the kiosk between April and June. Up more than 4500 visitors than the same period in 2018.
- The Gateway was approved for \$36,500 in funding through the Canada Summer Jobs program to hire 6 summer students for the centre.
- The Niagara Gateway Information Centre is a finalist in the 2019 Ontario Tourism Awards of Excellence.

LAM development: 28 meetings touching eight local area municipalities:

- Assisted in and led the advancement of 6 site selection opportunities. Work includes private sector development charge questions, business expansion assistance, Economic Development strategy planning, Rural Economic Development application support, Local Area Municipality fund application assistance, meetings with new staff.

Research and information requests: 127 requests from businesses and stakeholders, examples include hiring assistance programs, sector information, data requests, stakeholder introductions, and partnership referrals.

Manager, Economic Research & Analysis (support to LAMs through research undertaken, support to Niagara Economic Development investment, trade and sector activities).

Research Projects:

- National Trade Corridors Fund – Expression of Interest (completed)
- Industry 4.0 Study with Niagara College (completed)
- Exploring Goods Movement and Export Diversification for Niagara Region Firms (in progress)
- Niagara Community Observatory: Information and Communications Technology (ICT) Policy Brief (in progress)
- Niagara Trade Profile (in progress)
- Niagara Tourism Profile (in progress)
- Transportation Data Portal Pilot Program with Transport Canada (in progress)

Research Inquiries:

- Total: 61
- Brock University: 6
- Niagara College: 2

- Internal (Niagara Region): 18
- Businesses: 17
- Stakeholders (ex. GNCC, NIA, Hamilton-Oshawa Port Authority, news media, etc.): 12
- Local Area Municipalities: 6 (St. Catharines: 3; Lincoln: 1; Fort Erie: 1; Niagara Falls: 1)

Niagara Foreign Trade Zone Manager (export diversification for Niagara companies, outreach, marketing, implementation of the NFTZ strategy).

- NFTZ added 18 clients to its Q2 list and is now servicing 96 clients, from the Agribusiness, Manufacturing, and Logistics sectors.
- Businesses receive regular updates on the FTZ programs and client-specific support through our task force agencies.
- Conducted three seminars in Q3 at the City Hall, St. Catharines, Niagara Falls and the Regional Headquarters, as an integral part of our NFTZ Seminar Series 2 for 2019. The sessions were informative and were presented by Canada Border Service Agency, Canada Revenue Agency, Trade Centre representatives, Export Development Canada and St. Lawrence Seaway Management. A total of 43 Niagara firms attended the seminars.
- Presented NFTZ services to local institutions: Spark Niagara and two banks: BMO, RBC.
- Participated in 3 networking events, including the Niagara Business Achievements Award, Poland National Day and the Peruvian National Day.
- NFTZ manager with Team Niagara and Hamilton representatives attended the Toronto Global Economic Forum. Connected with Latin American Ambassadors during the events and invited them to the Region.
- Presented our services during Peru Virtual Fair, introduced our Region's competitive advantages as a location for investment including the FTZ point designation.
- Hosted an Indian delegation of 14 businesses and the Indo Canadian Chamber of Commerce at Niagara Region. There were formal presentations on trade and investment as well as B2B networking with Niagara companies. In the afternoon the delegation toured the Brock LINC facility and met with entrepreneurs.
- Promoted NFTZ news and client testimonials through the Region's e-newsletter.
- Updates were provided to the Director, Economic Development and the CEO, Niagara Development Corridor Partnership Inc. (NDCPi) through bi-monthly meetings, participating in NDCPi meetings and important updates to Team Niagara representatives' for their timely support and participation.
- Q4: planning for NFTZ task force meeting; 3 FTZ seminars, networking events and conferences.

Manager, Business Development and Expedited Services (Incentives Review, research impact of Development Charges on economic development).

- Site Selection Support: A total of nine site selection requests were received. This included leads directly related to the work done by the Manager of Trade and Investment, inbound inquiries through the Niagara Canada website, and direct inquiries from private investors.
- Facilitated a site tour for a foreign manufacturer considering expansion in the North American market. They had short-listed Niagara due its strategic location and proximity to key markets.
- Two Industrial Development Charge Grant applications were approved. This program has supported \$2.9 million in new investment and the creation of 30 jobs this quarter.
- Niagara Region has received three new applications to the Niagara Gateway Economic Zone & Centre Community Improvement Plan. This has attracted an estimated \$19 million in new investment; upon project completion will create an estimated 55 new jobs; and support the retention of 32 existing jobs.

As part of the on-going Regional incentive review the Manager of Business Development & Expedited Services participated in six inter-departmental meetings.

Employment Land Strategy: Identifying and Creating Regionally Significant Employment Lands.

Existing employment lands in Niagara, which are located throughout the region, are generally smaller sites, which has limited the ability to create a truly regional employment area. Niagara Region Planning and Development, with support from Niagara Region Economic Development, is reviewing the opportunity to create a large provincially significant regional employment zone.

Manager, Business Development and Expedited Services (Support the Regional Employment Lands Study and act on recommendations, provide input into the MR/OP, Site Finder, Premier Sites.)

- Collaborated with Niagara Region Planning and Development on the creation of a Niagara Employment Areas Strategy. This included two workshops with community and industry stakeholders and the revision of draft strategy materials.
- Engaged the Niagara Association of Realtors on potential partnership opportunities that include the re-launch of Niagara Site Finder as a tool for industrial-commercial realtors and brokers.
- As part of the re-launch of Niagara Site Finder, two local Commercial and Industrial have begun using the site to test its updated capabilities.

- Niagara Premier Sites website and property inventory was shared with local economic development offices and community partners.

Marketing Niagara Region: Raising the Profile of Niagara as a Place to Live and Do Business.

The success of the Niagara Region, in terms of economic and population growth, is dependent on successfully marketing the region to target audiences. There are two distinct marketing initiatives. The first initiative is aimed at foreign and domestic companies and promotes Niagara as a competitive location in which to do business. The second initiative is focused on attracting new and recent immigrants to Ontario, to the region to increase the population and workforce and achieve long-term sustainable growth.

Manager, Trade and Investment (Identify FDI target markets and sectors, lead investment missions with partners, lead generation, organize and participate in inward missions.)

- The 3rd Quarter was dedicated to adopting the new Index CRM system, utilizing the 'qualified leads' generated under the Trade & Investment platform as the "beta test" for the NED Team. In summary, this initial loading of active leads yielded the following data banks: 30 leads from the U.S. Great Lakes States; 47 leads from the United Kingdom; 45 leads from Europe; and, 23 leads from Mexico [the latter Mexican leads were generated by the Hamilton-Niagara Partnership; but the Manager, Trade and Investment, NED, was the only participant in the Mexican lead meetings on behalf of the Partnership]. In addition, although the priority has always been to place more than half of NED's FDI efforts on the U.S., the challenges of finding a top quality lead generation firm in the U.S. resulted in a 12-month time delay [compared to the U.K. and Europe] generating "qualified" leads. This gap will be much reduced by a new U.S. lead generation mission in Q4.
- The balance of Q3 was dedicated to refining the Index CRM system as an effective client status and follow-up management tool. By the end of Q3, the Trade & Investment Manager was on top of the entire roster of leads and active follow-up was ongoing.
- September witnessed the participation of the Trade & Investment Manager in the fifth consecutive Toronto Global Forum of the Americas, accompanied for the first time ever in 2019, by the Regional Chair, for part of the program.
- The Manager, Trade & Investment represented the Regional Chair at an event held at Old Fort Erie by the Niagara Branch of the Friends of Cuba Association, conveying greetings and gifts on behalf of the Chair and Council to the Cuban Ambassador to Canada, Her Excellency Joesfina de la C. Vidal Ferreiro; her husband, Jose Anselmo Lopez Perera, Minister Counsellor; and the Consul

General of Cuba to Toronto, Ms. Tania Lopez Larroque, along with 5 of her Consular staff.

- In Q3, the Trade & Investment program selected a company from an RFP competition to generate 20 'qualified leads' in the U.S. Great Lakes States, to be finished in time for TEAM Niagara representatives to hold face-to-face meetings with the 20 shortlisted companies in Q4.
- In addition, the Trade & Investment program released an RFP for 'A Comprehensive Review of Current Foreign Direct Investment Trends as they Impact Niagara Region and Ontario'. This project is planned to be finished before the end of Q4 and will inform strategy for 2020.

Manager, Strategic Marketing (Implementation of marketing plan to target audiences as a location for business and investment and to attract immigrants, Niagara Ambassador program, communications/PR campaign to promote Niagara's business and investment successes, implementation of a CRM system.)

Key Marketing Results

- Marketing plan on track for Q3 and Q4 deliverables
- Website traffic over the summer months has remained steady with the increased traffic from Q2. This is positive news, as website traffic tends to drop in the summer months.
- Niagara Economic Development e-newsletter engagement is strong, though a slight decrease from Q2, which is expected due to summer vacations and reduced email delivery and readership. Open rates averaged at 45%, with click through rates averaging 55%. E-newsletter subscriber rates have increased by 75% since the e-newsletter's launch.
- Ambassador Program engagement and social media engagement continues with steady results compared to Q2.

Marketing Projects

- Customer Relationship Management (CRM) system updates were complete in June, with team training and launch in July. Regular maintenance for data integrity, bugs and technical fixes are ongoing.
- Marketing support for Hamilton-Niagara Partnership included event support for the Toronto Global Forum of the Americas (September 4-6), and the development of a video jointly promoting both regions.
- Advertising for business attraction is launching in September, including sponsored content and digital advertising. The first sponsored content piece to launch is with Postmedia (National Post, Financial Post and affiliated publications) on September 23. Additional pieces in the Globe & Mail and Macleans Magazine will follow in the fall.
- Advertising for resident attraction, including sponsored content and digital advertising, will launch in Q4. Placements will include National Post, Today's Parent and Toronto Life.

- Advertising for immigrant attraction, including sponsored content and digital advertising will launch in Q4. Placements will include the National Post, Canadian Immigrant, and other multicultural publications.
- Updates to the business attraction website are underway, with the launch of the Premier Sites section of the website expected by September 30.
- Updates to immigrant attraction website will launch by September 30, with the immigration microsite being built out to increase accessibility and usability to newcomer audiences.
- Updates to resident attraction website are in planning, with updates expected to launch in Q4.
- Updates to existing print and digital marketing collateral is underway. Key brochure and design updates have been identified, with project completion estimated in Q4.

Media & Thought Leadership

- Manager of Economic Research & Analysis interviewed for July 10 Niagara This Week article on jobs in the cannabis sector in Niagara.
- Manager of Economic Research & Analysis interviewed for September 5th issue of the Lake Report, on the growth and economic impact of cannabis in Niagara.
- Niagara ranked prominently in national rankings, including Macleans “List of Canada’s Best Communities” (August), and local businesses highlighted in Canadian Business’ “Startup 50” and “Growth 500” rankings (September).

Manager, Business Development and Expedited Services

- On Saturday, September 7th participated in the Toronto Franchise Expo in collaboration with a local developer and realtor to promote Niagara to investors and developers based in the Greater Toronto Area.
- Collaborated with Durham and Niagara region industry stakeholders and the CISO Forum Organizing Committee to raise Niagara’s profile as a community open to ICT firms and investment at CISO Forum Canada from August 22nd to August 23rd, in Niagara Falls.

Streamline Planning Processes: Expediting Approvals Process

Niagara Region has been proactive in supporting business growth and economic prosperity. Niagara Economic Development will continue to identify and reduce barriers to new private sector investment.

Manager, Business Development and Expedited Services (expedite approval processes working with the LAMs and Regional departments, host a workshop to identify and address barriers to industrial and commercial development.)

- Worked directly with the City of Niagara Falls and a local business to resolve issues around the calculation of development charges that would have had a direct impact on the viability of the business.
- Met with the owner of a property in West Lincoln to address zoning restrictions and environmental constraints that are preventing new business investment in Niagara.

Increasing Niagara's Competitiveness: Addressing Unnecessary Regulatory Burdens on Business.

Niagara Economic Development supports the Province's initiative to reduce the regulatory burden on business. In Niagara, development is regulated by a number of different bodies and complex policies. This has the effect of increasing the difficulty of manufacturers and agribusiness to do business that affects Niagara's competitiveness.

- Manager, Business Development and Expedited Services participated in two conference calls with Niagara Region Planning and Development and the Ontario Ministry of Municipal Affairs and Housing regarding changes to the Greater Golden Horse Show Growth Plan and the creation of Provincially Significant Employment Zones.

Workforce: Meeting Current and Future Talent, Professional, Skilled Trades and Labour Needs

Access to a talented, professional, skilled and educated workforce is increasingly a concern for businesses and essential to ensure the continued growth of the regional economy.

Manager, Strategic Marketing (Promote Niagara as destination for skilled immigrants, working with the LIP)

- Welcome Niagara Canada website updates will launch by September 30, with the immigration microsite being built out to increase accessibility and usability to newcomer audiences
- Advertising for immigrant attraction, including sponsored content and digital advertising will launch in Q4. Placements will include the National Post, Canadian Immigrant, and other multicultural publications.

Advocacy: Improving Transportation Infrastructure Ensuring Niagara Remains Competitive in a Global Economy

Key infrastructure investments are required to increase Niagara's competitiveness and support business in the region as well as facilitate trade.

- Support to Public Works Department to submit an Expression of Interest to the National Trade Corridor Fund to initiate work on the East/West Corridor.

Alternatives Reviewed

None applicable.

Relationship to Council Strategic Priorities

Economic development activities described in this report directly support three of Council's 2019-2022 Strategic Priorities:

- Supporting Businesses and Economic Growth
- Responsible Growth and Infrastructure Planning
- Sustainable and Engaging Government

Other Pertinent Reports

ED 1-2019 Economic Development Overview
ED 2-2019 Economic Development Strategy
ED 4-2019 Q1 Economic Development Quarterly Update Report
ED 8-2019 Q2 Economic Development Quarterly Update Report

Prepared by:
Valerie Kuhns
Acting, Director
Economic Development

Submitted by:
Ron Tripp, P.Eng.
Acting Chief Administrative Officer

MEMORANDUM

PDS-C 16-2019

Subject: Combined Sewer Overflow (CSO) Control Policy 2019 In-year Application

Date: October 9, 2019

To: Planning and Economic Development Committee

From: Ilija Stetic, W/WW Planning & Development Project Manager

The purpose of this memorandum is to inform Planning & Economic Development Committee and Area Municipalities that the CSO program budget is now fully subscribed.

Background

The Combined Sewer Overflow (CSO) Control Policy is intended to facilitate shared funding with the Area Municipalities to help mitigate the impacts of wet weather events on municipal sanitary system and the environment.

A budget of \$4.0 M was approved as part of the 2019 Wastewater Operating Budget for the CSO program. PDS 14-2019 was presented to Committee on April 17, 2019. This report presented a list of 32 projects that were deemed in compliance for the 2019 CSO Program. The budget to fund all of these projects totaled \$3,944,230. The remaining \$55,770 was set aside in order to accommodate any unforeseen or not yet approved projects requested by Area Municipalities.

In-Year Funding Requests

An in-year application has been received from the Town of Fort Erie for Extraneous Flow Reduction - Shirley Rd. SPS Catchment. In accordance with the Terms the CSO Control Funding Conditions, funding will be provided from the remaining approved but unallocated CSO program funds in the amount of \$55,500. With this amount, the planned and approved budget for 2019 of \$4.0 M is now fully subscribed.

Respectfully submitted and signed by

Ilija Stetic, B.Sc., PMP
W/WW Planning & Development Project Manager

MEMORANDUM

PDS-C 17-2019

Subject: Niagara-on-the-Lake Non-conforming Incentive Request

Date: October 9, 2019

To: Planning and Economic Development Committee

From: Rino Mostacci, Commissioner

This memo provides background information relative to a request for a retroactive grant approval. The grant is being sought retroactively and is therefore not within Staff's normal delegated authority to consider. Only Regional Council can consider applications which are non-conforming and outside program parameters.

The Region is in receipt of a letter dated August 12, 2019 and there will be a related presentation to Planning and Economic Development Committee for October 9, 2019. The Town of Niagara-on-the-Lake is requesting Regional matching funding through the Smarter Niagara Incentive Program (SNIP) of \$4,565.20 for a retroactive grant to cover work on a property at 16 Queen Street, Niagara-on-the-Lake.

BACKGROUND

Minutes of the Municipal Heritage Committee brought before the Town Council of Niagara-on-the-Lake on July 15, 2019 included a recommendation to approve retroactive funding for application MHC-19-022, a commercial heritage grant at 16 Queen Street, Niagara-on-the-Lake.

In 2017 windows were installed at a commercial property at 16 Queen Street. This work was funded in part by a heritage restoration grant, for which the Region provided matching funding of \$7,500. In April 2019, owners of the property painted these windows. The owner submitted a second heritage grant application after this work was complete in May 2019.

Town Council approved this retroactive grant request in July 2019. In its request for the Region to similarly approve retroactive funding, the Town cites that (1) at the time the windows were restored in 2017, it was suggested the windows be painted as soon as possible, and (2) that encroachment permits for scaffolding presumably necessary to paint the windows are not allowed on Queen Street between late May-September each year -- thus the applicant went ahead with the work before applying for the grant. The Town's encroachment permit policy regarding Queen Street has been in place for at least five years. Town heritage grants have a rolling intake and applications may be submitted at any time.

As Staff do not have delegated authority to consider non-conforming/retroactive grants, this request is at the discretion of Regional Council.

Respectfully submitted and signed by,

Rino Mostacci, MCIP, RPP
Commissioner, Planning and Development Services

MEMORANDUM

PDS-C 18-2019

Subject: Glendale Niagara District Plan Update

Date: Wednesday, October 9, 2019

To: Planning and Economic Development Committee

From: Kirsten McCauley, Senior Planner

The purpose of this memorandum is to update Committee on the Glendale Niagara District Plan project. Additionally, it outlines the initiation of an amendment to the Regional Official Plan.

Background Information

The intent of the Glendale Niagara District Plan is to establish an urban vision for the future of the 700 ha area surrounding the Glendale Avenue/QEW interchange in the Town of Niagara-on-the-Lake (a small portion of the study area also extends into the adjacent City of St. Catharines). Approximately 400 hectares of this area is considered to be an urban strategic growth area for Niagara and is expected to provide for thousands of new residents and jobs over the course of the next 20+ years.

The Glendale Niagara District Plan was initiated by Niagara Region in cooperation with the Town of Niagara-on-the-Lake and the City of St. Catharines. The District Plan follows a two-phase approach:

- The Phase 1 Visioning Exercise and Conceptual Plan was completed and endorsed by Council in October, 2018.
- The Phase 2 Technical Review, Component Studies and preparation of the District Plan commenced in October, 2018. The Phase 2 work was to include technical component studies to inform the final land-use concept, including a transportation study, an urban design/public realm study and a commercial land needs study. Unfortunately, the consultants hired to undertake Phase 2 did not meet the expectations of Staff and timeframes of the work program and, as a result, are no longer engaged.

Revised Work Program

Regional Staff have evaluated and amended the work program, in consultation with Niagara on the Lake, to complete the District Plan using internal Regional resources and expertise. The revised work plan will utilize the information to date to refine the urban vision for growth, establish key strategies and action items for implementation,

and create associated policies to guide future development of the Glendale area. The technical studies, originally planned for Phase 2, will be completed through the update to the Glendale Secondary Plan.

From information collected through the Phase 1 Vision, Phase 2 background work and public engagement exercises, a number of emerging themes and key strategies have been identified for consideration. These themes include:

1. Lead with the landscape/natural features;
2. A convergence for the area's trails and active transportation facilities;
3. Provide transit – mobility first approach;
4. Integrate the college into the district, accommodate its expansion and integrate/create a focus with food tech industries;
5. Create a “main street” as a transition from the outlet collection niagara to the adjacent urban neighbourhood;
6. Provide a diverse range of housing ensuring choice and affordability;
7. Create a public/civic space as a focus for the urban district; and
8. Use sustainability measures related to resiliency and climate change.

The final District Plan will further elaborate on these themes. The result will be a pro-active strategy for the evolution of Glendale which has been refined based on the background work completed, sound planning principles and agency/stakeholder/ public input.

The District Plan will incorporate policy direction for Glendale into the Region's Official Plan through the amendment process. A recommendation of the District Plan will also be to update the Glendale Secondary Plan.

Engagement

The Glendale Niagara District Plan study is a collaborative process involving input from a Technical Advisory Committee (TAC), a Community Focus Group (CFG) and the general public. The planned engagement with the TAC and CFG, through correspondence and meetings, will continue. Staff will also organize a final Public Information Centre to receive feedback on this project.

Staff will continue to consult with the Inter-Regional Transit Working Group for feedback on a future transit hub/terminal, as well as other key stakeholders and groups.

Staff also recognize the important contribution of Niagara College to the District Plan area and the need to coordinate this project with the creation of the College's Campus Master Plan. Staff will continue to work with the College representatives to integrate the recommendations of the Campus Master Plan into the final plan, as appropriate.

Timing

Staff will continue to move this project forward with an anticipated completion and recommendation for this District Plan by the end of the year.

Regional Official Plan Amendment Initiation

In order to implement the District Plan, the Regional Official Plan will need to be amended to include policy direction to realize the vision of Glendale District. When the final District Plan is brought forward for endorsement, Staff intend to have the draft Regional Official Plan Amendment (ROPA) prepared and hold a Public Meeting under the *Planning Act, 1990*, to collect input on the ROPA.

Other Pertinent Reports

Previously, staff submitted the following memorandums and reports related to this project:

PDS-C 21-2018 to advise the Committee of the commencement of the Glendale Niagara District Plan; and,

PDS-C 31-2018 to provide an update on the District Plan study after the first workshop sessions.

PDS-34-2018 to provide information on the conclusion of Phase 1 of the Study, and to request endorsement of the Phase 1 vision and authorization to proceed to Phase 2.

PDS 12-2019 to provide an update on Phase 2 of the Glendale project.

Glendale Niagara District Plan information and reports can be found here:

<https://www.niagararegion.ca/projects/glendale-niagara-district-plan/default.aspx>

The Phase 1 final report can be viewed here:

<https://www.niagararegion.ca/projects/glendale-niagara-district-plan/pdfs/glendale-district-plan-phase-one-final-report.pdf>

Respectfully submitted and signed by

Kirsten McCauley, MCIP, RPP
Senior Planner, Secondary Plans

This memorandum was prepared in consultation with Isaiah Banach, Manager of Long Range Planning.