

Chapter 5: Connected Region

Below is a summary of written comments received on [PDS 17-2021](#) between May 2021 and July 15, 2021, related specifically to Transportation and Infrastructure.

Where text is bolded under 'Regional response', revisions will be occurring to draft policy. Where the 'Regional response' box is highlighted in blue, revisions will be considered.

Comments received verbally through municipal meetings and Public Information Centres (PIC) are not summarized below. Video recordings, presentations, as well as Regional responses to comments not addressed at the June PICs can be found at the Region's website: Niagara Official Plan (<https://www.niagararegion.ca/official-plan/public-information-centres.aspx>)

Detailed comments of the submissions below are available at the Region's website: Niagara Official Plan (<https://www.niagararegion.ca/official-plan/>)

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Marco Marchionda (Marcasca Homes Inc.)	Stakeholder	Grimsby	5.1	Contends that the speed on Main St W in Grimsby should not be 70 km/h and the street requires additional police surveillance.	Thank you for your comments. This is outside the scope of the official plan. Transportation staff at the Region review speed limits. Your comment will be forwarded to the appropriate staff.
Town of Lincoln	PA Circulated Agency		5.1	Town staff are supportive of the transportation policy framework.	Thank you, comment noted.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Niagara Escarpment Commission	PA Circulated Agency		5.1.1.5	<p>Proposed policy 5.1.1.5 recognizes the applicability of NEP policy with respect to transportation infrastructure. We recommend a slight change to the proposed policy given policy changes in the NEP 2017. Rather than “minimize impact [sic] occurs on the Escarpment’s scenic quality, landform, and existing environmental features”, we recommend the following:</p> <p>“...ensure that the least possible impact occurs on the Escarpment environment, scenic resources, landform, key hydrologic and key natural heritage features”.</p>	Staff will review and revise policy accordingly.
Ed Lamb	Public	Welland	5.1	<p>Comment with respect to safety and operation issues associated with moving materials through the region as it pertains to traversing the Niagara Escarpment. Recommends substantially minimizing heavy truck traffic using local roads going through high-density urban areas.</p> <p>Attached a drawing of a potential route location that could be utilized to accomplish our present and</p>	Thank you for your comments, we will consider this once we undertake the Good Movements Study in accordance with official plan policies 5.1.7.1 and 5.1.7.2.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
				<p>future needs to isolate the heavy truck traffic that is required to move materials through the region and access the QEW corridor. As you will see, this image shows the possible uninterrupted traffic flow that connects to Hwy #3 at Canboro to take into consideration the potential for a provincial loop should this be determined to be the best solution. This also provides a route for transporting materials to support the forecasted growth along the southern shores of Lake Erie.</p> <p>Comment that our existing practices for safe passage of Heavy Trucks crossing the escarpment does not exist in the western part of the region and the need is substantial now and is increasing exponentially.</p>	
George Trifunovic	Public	Grimsby	5.1	Provides a number of comments with respect to being supportive of the Livingston Avenue Extension and wishes to see land removed from the specialty crop area of the Greenbelt Plan area.	Changes to the specialty crop area mapping has to be completed by the Province. The Region has supported local municipal requests twice to change the specialty crop area designation. Staff do not anticipate changes to the specialty crop area

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
					mapping in time for the completion of the Niagara Official Plan.
George Trifunovic	Public	Grimsby	5.1	The official plan makes no reference to the fact that both the Casablanca Blvd improvement plan and the Livingston Avenue Extension roadway have both been fully approved by the Region and are not shown in the OP mapping.	Thank you for your comment. Staff are reviewing to determine if this will be shown in the Schedule.
George Trifunovic	Public	Grimsby	5.1	The official plan does not refer to the recommendation in ROPA 13 for major transit station areas.	The GO Transit Station areas will be identified as strategic growth areas.
Town of Fort Erie	PA Circulated Agency		5.1.5.5 b)	Staff requests clarification on Policy 5.1.5.5 b). If the intent is that if traffic volumes increase and thereby increase traffic noise that the Region may retroactively require property owners to implement noise mitigation measures, the Town is not supportive of this Policy.	It was not the intent of this policy to retroactively require property owners to implement noise mitigation measures. Staff will revisit policy for clarity.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Town of Fort Erie	PA Circulated Agency		5.1	<p>Staff would like the opportunity to review and comment on any LAM roads that the Region may be planning on assuming.</p> <p>While the Town is generally supportive of the Complete Streets approach, there should be flexibility in cases where existing constraints (space, grade etc.) may limit the ability to meet all the requirements.</p>	<p>Thank you for your comments. Local staff would be consulted on any roads the Region may assume.</p> <p>With respect to flexibility for a complete streets approach, Growth Plan policy 3.2.2.3 states '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'.</p> <p>Staff will revisit official plan policy 5.1.8.1 d) for clarity.</p>
Town of Fort Erie	PA Circulated Agency		5.1.5.9	Staff requests clarification with respect to "Encourage co-location of linear infrastructure along regional roads" as noted in Policy 5.1.5.9.	The intent of the policy is to encourage utility lines or other infrastructure during any reconstruction to co-locate where possible and be consistent with requirements.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Township of West Lincoln	PA Circulated Agency		5.1 Transportation Schedule	It is our position as well as our Mayor and Council that growth must occur in tandem with improved transportation linkages. We were not provided with adequate assurance that the proposed new Transportation Schedule (Appendix 12.3 and 12.4), will include the proposed new escarpment crossing along with the proper route for a Smithville East-West bypass. These have been discussed enough that they should be depicted on your proposed Transportation Draft Schedule, even if only conceptually for now.	The proposed new escarpment crossing and route for a Smithville East-West bypass are located in the Region's Transportation Master Plan. Policy 5.1.2.2 c) supports the expansion of public transit to improve linkages from nearby neighbourhoods to major trip generators. Policy 5.1.5.13 references the use of the Transportation Master Plan recommended actions and schedules. It is Staff's position is to reference the Transportation Master Plan recommended actions and schedules only.
Town of Lincoln	PA Circulated Agency		5.2	According to the Greenbelt Plan, extensions of municipal services outside of urban areas is not permitted unless to address an identified health issue. That said, as per the Town Official Plan, if an existing municipal service exists across a property frontage, then said property is permitted to connect laterally to this service. The lateral connection is not considered to be an extension of a service since the infrastructure is otherwise	The Greenbelt Plan policy 4.2.2.2 states where municipal water services exist outside of settlement areas, existing uses within the service area boundary as defined by the environmental assessment may be connected to such a service. Existing uses according to the Greenbelt Plan are those legally established prior to the date the Greenbelt Plan came into force (December 16, 2004).

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
				already present. The Region however does not permit lateral connections to their infrastructure. As such, staff are of the opinion that flexibility should be afforded in these situations, subject of course to engineering considerations. While staff appreciate that there needs to be clear and concise thresholds for which to base these significant investments, there needs to be consideration of current growth trends and forecasts that lower area municipalities can provide.	Currently, Staff maintain the position to not allow for extensions of municipal services outside of urban areas to ensure enough supply for urban areas.
City of Thorold	PA Circulated Agency		5.2.3	Thorold has existing facilities outside of the urban area that need to be on full municipal services. Staff suggest that a policy be added to the Region's OP that permits municipally owned facilities located outside of the urban area to connect to existing infrastructure where adequate capacity exists. Since municipal facilities (Operations Yards, Fire Halls, and Community Centres) become an essential piece of the City's Emergency Plan and it is important	Although the consideration of connecting municipal services should be considered, it begins a dangerous precedent for other uses and requests.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
				<p>that they are fully serviced. The COVID-19 pandemic has confirmed this for us.</p> <p>The City's Operation Centre is located just outside the UAB but has a connection to the municipal water distribution. If the City proceeds with plans to retrofit the Operations Centre, Council has to make the financial decision to replace the existing septic system or connect into sewer that crosses the frontage of the property.</p>	
Niagara Escarpment Commission	PA Circulated Agency		5.2	<p>In Appendix 12.2 there is a proposed policy in relation to certain proposed significant transportation facilities including the "Niagara Escarpment Crossing" and the "NGTA". Both of these facilities will involve Environmental Assessments (EA's) where the NEC would be consulted and will comment from the perspective of the environmental policies of the NEP. Until the EA's have been completed and all alternatives have been considered for lands within the NEP Area, the proposed policy</p>	Thank you for your comments.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
				to “plan for, improve, and protect” such corridors and facilities may be overly prescriptive in relation to NEP policy which requires the demonstration that infrastructure is in the public interest and that all alternatives have been considered before it can be considered a Permitted Use. This evaluation would be achieved through the EA process.	
Niagara Escarpment Commission	PA Circulated Agency		5.2.1.10	We note from Appendix 13.1 that the Region will be considering through the Water/Wastewater Master Servicing Plan Update, whether to allow urban service connections outside the urban boundary. There is very specific policy in the NEP, Part 2.12.7 and 2.12.8, which prohibit urban service connections to rural areas with only limited exceptions in the NEP Area. Any less restrictive policy approach in the Niagara Region Official Plan could be in conflict with the NEP. We do note, however the proposed infrastructure policy in Appendix 13.2 (Policy 5.2.1.10) which would address this matter to ensure that	Thank you for your comments. No action necessary.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
				there will be no conflict and that the more restrictive policy would apply.	
City of Welland	PA Circulated Agency		5.2.9.1	The City will consider policies in its Zoning and OP where necessary that are in adherence to the requirements of Provincial Policy.	This is required as well as complying with Regional policy where necessary.
Town of Fort Erie	PA Circulated Agency		5.2.1.22 5.2.2.9	Request clarification on Policies 5.2.1.22 and 5.2.2.9- if the intent is that the Region has to approve local infrastructure expansions within the UAB, the Town is not in support of this requirement.	Staff have reviewed and clarified policy for the approval to ensure the security and capacity of the systems.
Town of Fort Erie	PA Circulated Agency		5.2.2.2	Policy 5.2.2.2 states that the Region "discourages connections to Regional water and wastewater mains". If no local mains are available, private lateral connections should be permitted, in order to avoid doubling up on service mains, especially where multiple connections already exist.	Regional Planning staff will review these scenarios with Regional water/wastewater staff on a case-by-case basis.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Town of Fort Erie	PA Circulated Agency		5.2.3.1	The NOP should consider creating definitions and mapping to differentiate between transmission mains and hybrid (transmission and distribution mains). Additionally, as discussed in Policy 5.2.3.1, the Region should state what size for a main that is purely transmission vs. hybrid.	It is Staff's position to keep policy language as is. Regional water/wastewater staff consider all regional mains to be transmission mains.
Town of Fort Erie	PA Circulated Agency		5.2.6.6	There does not appear to be a definition of "necessary utilities" identified in Policy 5.2.6.6. This should be defined and should include fibre optics.	Fibre optics are considered a utility.
Town of Fort Erie	PA Circulated Agency		5.2.3.2	Suggest adding "where connection from an urban to sewage treatment facility outside the urban area boundary is necessary be included in Policy 5.2.3.2.	Staff are satisfied with current policy.
Town of Fort Erie	PA Circulated Agency		5.2.3.3	The Town is not supportive of giving authority to the Region to permit or prohibit private lateral connections to LAM watermain or sewers that exist outside UABs as stated in Policy 5.2.3.3.	Urban services are dedicated for urban areas. The Region will comment on applications with respect to this policy.

Commenter	Participant Type	Municipality of Residence	Chapter Subsection	Summary of Comments	Regional Response
Queenston Quarry Reclamation Company (QQRC)	Stakeholder	NOTL	5.2.3.1	We understand that the policies restricting servicing outside urban areas will remain pending the outcome of the Master Servicing Plan Update. We would request that the Region fully consider the unique nature of the Queenston Quarry request and the fact that the NEP allows such a connection to occur subject to reaching an agreement with the Region.	This is noted for consideration based on future review and approval for the Queenston Quarry's Master Servicing Plan.