

Subject: Recommendation Report - Approval of Regional Official Plan Amendment, Regional Road Allowance Widths

Report to: Planning and Economic Development Committee

Report date: Wednesday, January 10, 2024

Recommendations

1. That Regional Official Plan Amendment (Regional Road Allowance Widths) **BE APPROVED** in accordance with Section 17 of the *Planning Act*; and
2. That all parties **BE NOTIFIED** of Regional Council's decision in accordance with *Planning Act* requirements.

Key Facts

- This report seeks Regional Council's approval of Regional Official Plan Amendment (Regional Road Allowance Widths).
- The Regional Official Plan Amendment (ROPA) will replace the existing road allowance widths table in Schedule M in its entirety and add a new policy to Chapter 5 (Connected Region) that would allow for updates to Schedule M following the completion of a Municipal Class Environmental Assessment (EA).
- A statutory public meeting for the ROPA was held at the Planning and Economic Development Committee meeting on September 13, 2023. In addition, the area municipalities, Niagara Region Homebuilders, and Council's Agriculture Policy and Action Committee (APAC) have been consulted on the development of this ROPA.
- The proposed changes to the road allowance widths table were based on an analysis of the transportation model and roadway capacity outlined in the Region's Transportation Master Plan, as well as the planned projects listed in the Region's 10-year capital forecast.
- The ROPA will allow for better integration between land use and transportation planning by providing a more accurate projection of the long-term needs of Regional transportation infrastructure.

- Given the scope and nature of the changes proposed, Regional Council retains approval authority for the ROPA.

Financial Considerations

There are no direct financial implications arising from the approval of the ROPA. Under Section 17 of the *Planning Act*, the ROPA is subject to appeal within 20 days after the day that written notice of approval is issued by Niagara Region. An appeal of Regional Council's decision would result in the need for resources to support an Ontario Land Tribunal hearing. Should there be appeals of Regional Council's decision, a further report on financial implications will be provided.

Analysis

Background

The approved Niagara Official Plan outlines a comprehensive land use policy framework to guide growth and development within Niagara to the year 2051, including policies and schedules related to planning for transportation infrastructure and the use of a "complete streets" approach (i.e., street design that balances the needs of all road users, including pedestrians, cyclists, transit-users, and motorists).

Schedule M (Road Allowance Widths) of the Niagara Official Plan outlines the right-of-way widths for all roads under the jurisdiction of the Niagara Region. In accordance with Policies 5.1.5.1 and 5.1.5.2 of the Niagara Official Plan, the Region may, where appropriate, acquire land as a condition of the approval of a development application to achieve the designated road allowances identified in Schedule M.

Concurrent to the review and approval of the Niagara Official Plan, the Region's Public Works Department initiated the preparation of a Complete Streets Design Manual (CSDM) intended to provide a set of consistent guidelines and tools to inform the design, implementation, and maintenance of complete streets across Niagara.

In the course of reviewing the CSDM, Regional staff undertook additional analysis of Schedule M based on the transportation model and roadway capacity outlined in the Region's Transportation Master Plan, as well as the planned projects listed in the Region's 10-year capital forecast. The results of this analysis identified opportunities to better align designated road allowance widths with the anticipated needs of the population and employment growth forecasted in the Niagara Official Plan.

Purpose

The ROPA, as outlined in **Appendix 1**, updates the road allowance width table in Schedule M to include:

1. Several decreases to right-of-way widths where no or limited road widenings are needed within the foreseeable future;
2. A total of three (3) increases to road allowance widths in the Town of Lincoln and City of Welland where projects identified in the Region's 10-year capital forecast are anticipated to require additional right-of-way; and
3. The identification of new road allowance widths for Regional Road segments that are either currently marked as "TBD" in Schedule M or were previously missing from the table entirely.

Further, a new policy is proposed to be added to Chapter 5 (Connected Region) of the Niagara Official Plan, which would allow updates to Schedule M to be made without an amendment if alternate road allowance widths are approved through a completed Municipal Class Environmental Assessment.

Both the Niagara Official Plan and the Region's Transportation Master Plan emphasize the need to integrate and co-ordinate transportation planning, land use planning, and urban design in order to reflect the unique needs of the Region's urban and rural communities. Accordingly, it is important that Schedule M and associated policies are revised to ensure that infrastructure planning aligns with the growth management direction of the Niagara Official Plan.

The Amendment will provide consistency with the goals and recommendations of the Region's Transportation Master Plan, the 10-Year capital forecast and help support the achievement of complete streets as outlined in Chapter 5 (Connected Region) of the Niagara Official Plan. The Amendment will replace the existing table in Schedule M (Road Allowance Widths) in its entirety and introduce a new policy to Chapter 5 (Connected Region) of the Niagara Official Plan to allow for better integration between land use planning and infrastructure planning. For a list of all proposed changes to the road allowance width table, please refer to **Appendix 2**.

Public Meeting and Consultation

An extensive consultation and engagement strategy was previously employed as part of the development of the Niagara Official Plan and the Transportation Master Plan to

obtain input on relevant transportation issues, constraints, and opportunities. Additional meetings with area municipal staff were also held prior to the draft ROPA circulation to discuss and gain input on the road width analysis specifically.

The draft ROPA was circulated for comment to area municipalities, prescribed agencies, Indigenous communities, and other interested parties on July 27, 2023. Comments received were incorporated into the document and then posted for public review and information prior to the statutory public meeting held at the Planning and Economic Development Committee meeting on September 13, 2023.

The statutory public meeting provided residents an opportunity to make their views on the ROPA known and allowed Regional staff to provide an overview of its contents and direction to the Committee.

Only one member of the public registered to speak to the Committee regarding the ROPA. The speaker's comments outlined concerns regarding the safety of farm vehicle users on Regional Roads. They also sought clarification regarding the implementation of the ROPA and whether landowners would be compensated for any additional lands needed to achieve the proposed rights-of-way.

In response to these comments, the Committee directed Staff to bring the ROPA forward to the Agricultural Policy and Action Committee (APAC) for further input. Regional staff proceeded to present the same materials to APAC at their meeting on September 29, 2023, and outlined the comments raised at the statutory public meeting. Additional comments and questions were directed to Regional staff regarding the process by which lands would be added to the Region's right-of-way. It was clarified that lands are generally added through the development approvals process. No changes or revisions to the ROPA were requested during or following this discussion.

Given the above, Regional staff are satisfied that the draft ROPA should remain unchanged and can be recommended for approval. Regarding the safety concerns expressed at the statutory public meeting, Regional staff are confident that appropriate consultation with the agricultural sector and individual landowners will be undertaken to address road design as part of future EAs or equivalent processes for rural Regional Road improvements. Farm vehicle safety issues will also be discussed as a component of the Region's forthcoming Vision Zero Road Safety Strategic Plan in 2024.

Provincial Modifications to the Niagara Official Plan

On October 23, 2023, the Minister of Municipal Affairs and Housing announced that legislation would be introduced to reverse the official plan decisions for several municipalities across Ontario, including Niagara Region.

On December 6, 2023, implementing legislation Bill 150 (*Planning Statute Law Amendment Act, 2023*) received Royal Assent, which reversed provincial changes made to the NOP except for modifications number 5, 24, 25, 32, 33, 39, 42, and 44. The reversal of official plan decisions are dated retroactively to the original date that the decision on the NOP was made (November 4, 2022).

Schedule M and those policies related to this ROPA are not the subject of any Provincial modifications. As such, it is not anticipated that the new decision from the Minister will impact the ability for the ROPA to be brought into force and effect.

Alternatives Reviewed

The Committee may choose to not approve the ROPA. This alternative is not recommended. The ROPA has been processed to better plan for a safe and efficient transportation system that facilitates the movement of people and goods, and to address projected population and employment needs.

The Committee may choose to approve the ROPA. This alternative is recommended. The ROPA is consistent with, conforms to, and does not conflict with Provincial land use policy, where applicable, including the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, and the Niagara Escarpment Plan. The changes proposed represent good planning and address gaps and updates that have long been needed to better plan the Region's transportation network and implement a complete streets approach.

Relationship to Council Strategic Priorities

The ROPA supports Council's Strategic Priority "Prosperous Region" by implementing and promoting best practices for the movement of goods and people throughout the Region's transportation system that will help to enhance access to transit, active transportation, and other transportation modes.

Other Pertinent Reports

PDS 26-2023 Statutory Public Meeting for Regional Official Plan Amendment
(Regional Road Allowance Widths)

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Chief Administrative Officer

This report was prepared in consultation with Erik Acs, Manager of Community Planning, Scott Fraser, Associate Director of Transportation Planning, and Susan White, Program Financial Specialist, and reviewed by Scott Crocco, Legal Counsel and Angela Stea, Director of Corporate Strategy and Community Sustainability.

Appendices

Appendix 1 Draft Regional Official Plan Amendment (Regional Road Allowance Widths)

Appendix 2 Proposed Changes to Schedule M (Road Allowance Width Table)

Appendix 1

Draft Regional Official Plan
Amendment (Regional Road
Allowance Widths)

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2024-_____

**A BY-LAW TO PROVIDE FOR THE ADOPTION OF AN AMENDMENT
TO THE OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF NIAGARA
TO UPDATE REGIONAL ROAD ALLOWANCE WIDTHS**

WHEREAS subsection 17 of the *Planning Act, 1990* states when the requirements of subsections (15) to (21), as appropriate, have been met and Council is satisfied that the plan as prepared is suitable for adoption,

WHEREAS it is deemed appropriate to further amend the Official Plan as adopted by Regional Council for the Regional Municipality of Niagara,

NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

1. That the text attached hereto as Part “B” is hereby approved as Amendment No. ____ to the Official Plan for the Regional Municipality of Niagara.
2. That the Regional Clerk is hereby authorized and directed to give notice of Council’s adoption in accordance with Section 17(23) of the *Planning Act, 1990*.
3. That this By-law shall come into force and take effect on the day after the last day of appeal, provided no appeals have been received.

THE REGIONAL MUNICIPALITY OF NIAGARA

James Bradley, Regional Chair

Ann-Marie Norio, Regional Clerk

Passed:

AMENDMENT NO. ____
TO THE OFFICIAL PLAN
FOR THE REGIONAL MUNICIPALITY OF NIAGARA

PART “A” - THE PREAMBLE

The preamble provides an explanation of the Amendment including the purpose, location, background, and basis of the revisions, 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

PART “B” – THE AMENDMENT

The Amendment describes the additions and/or modifications to the Official Plan for the Regional Municipality of Niagara, which constitute Regional Official Plan Amendment No. ____.

- Schedule 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 17 of the *Planning Act*, shall be known as Amendment ___ to the Official Plan for the Regional Municipality of Niagara, also known as the Niagara Official Plan.

Part “A” – The Preamble, contains background information and does not constitute part of this Amendment. Part “B” – The Amendment, which consists of text and schedule changes, constitutes Amendment ___ to the Niagara Official Plan. 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 right-of-way widths identified in Schedule M (Road Allowance Widths) of the Niagara Official Plan to better accommodate future growth forecasts based on the Region’s transportation model, the roadway capacity outlined in the Region’s Transportation Master Plan, as well as the planned projects listed in the Region’s 10-year capital forecast.

Further, a new policy is proposed to be added to Chapter 5 (Connected Region) of the Niagara Official Plan, which would allow updates to Schedule M to be made without an amendment if alternate road allowance widths are approved through a completed Municipal Class Environmental Assessment.

LOCATION OF THE AMENDMENT

This Amendment applies to all Regional Roads within the Niagara Planning Area.

BACKGROUND

On November 4, 2022, the Ministry of Municipal Affairs and Housing approved the Niagara Official Plan pursuant to Sections 17 and 26 of the *Planning Act*. As approved, the Niagara Official Plan outlines a comprehensive land use policy framework to guide growth and development within Niagara to the year 2051, including policies and schedules related to housing; planning for employment and infrastructure; and environmental and agricultural protection.

Schedule M (Road Allowance Widths) of the Niagara Official Plan outlines the right-of-way widths for all roads under the jurisdiction of the Niagara Region. In

accordance with Policies 5.1.5.1 and 5.1.5.2 of the Niagara Official Plan, the Region may, where appropriate, acquire land as a condition of the approval of a development application in order to achieve the designated road allowances identified in Schedule M.

Concurrent to the review and approval of the Niagara Official Plan, the Region's Public Works Department initiated the preparation of a Complete Streets Design Manual (CSDM) intended to provide a set of consistent guidelines and tools to inform the design, implementation, and maintenance of complete streets across Niagara.

In the course of reviewing the CSDM, Regional staff undertook additional analysis of Schedule M based on the transportation model and roadway capacity outlined in the Region's Transportation Master Plan, as well as the planned projects listed in the Region's 10-year capital forecast. The results of this analysis identified opportunities to better align designated road allowance widths with the anticipated needs of the population and employment growth forecasted in the Niagara Official Plan.

The proposed amendments to Schedule M include both decreases to right-of-way widths where no or limited road widenings are needed within the foreseeable future and increases to the road allowance where known projects within the 10-year capital forecast are anticipated to require additional right-of-way. New road allowance widths are also identified for previously missing segments of the table currently marked as "TBD" in Schedule M.

Both the Niagara Official Plan and the Region's Transportation Master Plan emphasize the need to integrate and co-ordinate transportation planning, land use planning, and urban design in order to reflect the unique needs of the Region's urban and rural communities. Accordingly, it is imperative that the Schedule M and associated policies are revised to ensure that infrastructure planning aligns with the growth management direction of the Niagara Official Plan.

BASIS FOR THE AMENDMENT

1. This Amendment will help to implement and promote best practices for the movement of goods and people throughout the Region's transportation system.
2. The Amendment will provide consistency with the goals and recommendations of the Region's Transportation Master Plan, the 10-Year

capital forecast and help support the achievement of complete streets as outlined in Chapter 5 (Connected Region) of the Niagara Official Plan.

3. The Amendment will replace the existing table in Schedule M (Road Allowance Widths) in its entirety and introduce a new policy to Chapter 5 (Connected Region) of the Niagara Official Plan to allow for better integration between land use planning and infrastructure planning.
4. The Amendment is consistent with, conforms to, and does not conflict with Provincial land use policy, where applicable, including the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, and the Niagara Escarpment Plan. Specifically, the updates to Schedule M will allow the Region to better plan for a safe and efficient transportation system that facilitates the movement of people and goods, and to address projected needs.

PART “B” - THE AMENDMENT

AMENDMENT NO. ____

TO THE OFFICIAL PLAN

FOR THE REGIONAL MUNICIPALITY OF NIAGARA

Schedule Changes

1. The Road Allowance Widths table in “Schedule M (Road Allowance Widths)” is repealed and replaced with a new Road Allowance Widths table.

Text Changes

The Official Plan for the Regional Municipality of Niagara is amended as follows:

Part I – New Policies

1. The following policy is added to Chapter 5 (Connected Region), Section 5.1.5, and numbered as Policy 5.1.5.3:

“Further to Policy 5.1.5.2, the Region may, without an amendment to this Plan, update the designated road allowance widths in Schedule M where an alternate width has been approved through a completed Municipal Class Environmental Assessment.”

Part II – Modifications to Existing Policies

1. **Policy 5.1.5.3** is renumbered as **Policy 5.1.5.4**.
2. **Policy 5.1.5.4** to **Policy 5.1.5.10** is renumbered accordingly.

Schedule M – Road Allowance Widths

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Road Allowance Widths

Town of Fort Erie

Regional Road Number	Road Name	Road Segment	Width in Metres
1	Dominion Road	Gorham Road – Lakeshore Road	20.1
3	Garrison Road	Rosehill Road – Central Avenue	30.5
19	Gilmore Road	QEW – Thompson Road	30.5
		Thompson Road – Concession Road	26.2
		Concession Road – Niagara Boulevard	23.2
21	Thompson Road	Bowen Road - Phipps Street	26.2
	Bowen Road	Stevensville Road – Thompson Road	26.2
	Phipps Street	Thompson Road – Niagara Parkway	20.1
25	Netherby Road	Montrose Road – QEW	30.5
		QEW – Niagara Parkway	26.2
116	Gorham Road	Dominion Road - Bertie Street	26.2
	Stevensville Road	Bertie Street – Bowen Road	26.2
		Bowen Road – Northern Boundary of Stevensville	20.1
		Northern Boundary of Stevensville – Netherby Road	26.2
	Sodom Road	Netherby Road – Northern Boundary of Fort Erie	26.2
122	Helena Street / Thompson Road	Dominion Road – Garrison Road	26.2
		Garrison Road – QEW	26.2

Regional Road	Road Name	Road Segment	Width in
	Thompson Road	QEW – Phipps Street Bowen Road	26.2
124	Central Avenue	Lakeshore Road – Courtwright Street	26.2
		Courtwright Street – Dufferin Street	20.1
		Dufferin Street – Niagara River Parkway	26.2

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Town of Grimsby

Regional Road Number	Road Name	Road Segment	Width in Metres
10	Casablanca Boulevard	Main Street West – QEW	26.2
12	Mountain Road	Mud Street – Ridge Road East	26.2
	Mountain Road/ Mountain Street	Ridge Road East – Main Street West	20.1
	Christie Street	Main Street West – QEW	26.2
		QEW – Olive Street	30.5
14	Bartlett Avenue	East of Park Road South – Main Street East	39.6
		Main Street East – Central Avenue	35.4
40	QEW South Service Road	Western Boundary of Grimsby – Eastern Boundary of Grimsby	26.2
73	Mud Street West and East	Western Boundary of Grimsby – Eastern Boundary of Grimsby	26.2
81	Main Street West and East	Western Boundary of Grimsby – Casablanca Boulevard	26.2
		Casablanca Boulevard – Robinson Street	20.1
		Robinson Street – Eastern Boundary of Grimsby	26.2
512	Livingston Avenue	Oakes Road – Casablanca Boulevard	30.5
		Casablanca Boulevard – Main Street West	26.2

Town of Lincoln

Regional Road Number	Road Name	Road Segment	Width in Metres
18	Mountain Road / Ontario Street	Fly Road – Greenlane	26.2
	Ontario Street	Greenlane – QEW South Service Road	30.5
24	Victoria Avenue	Twenty Mile Road – Spring Creek Road	30.5
		Spring Creek Road – King Street	26.2
		King Street – Tallman Drive	26.2
		Tallman Drive – QEW South Service Road	26.2
26	Jordan Road	King Street – Fourth Avenue	30.5
		Fourth Avenue – Red Maple Avenue	26.2
		Red Maple Avenue – Chestnut Street	20.1
		Chestnut Street – QEW South Service Road	26.2
39	QEW North Service Road	Western Boundary of Lincoln – Eastern Boundary of Lincoln (discontinuous)	26.2
40	QEW South Service Road	Western Boundary of Lincoln – Eastern Boundary of Lincoln (discontinuous)	26.2
69	Twenty Road	Tintern Road – Eighth Ave /Twenty Road	26.2
	Pelham Road	Eighth Ave/Twenty Road – Eastern Boundary of Lincoln	20.1
73	Fly Road	Western Boundary of Lincoln – Western Boundary of Campden	26.2
		Western Boundary of Campden – University Street	20.1

Regional Road Number	Road Name	Road Segment	Width in Metres
73	Fly Road	University Street – Victoria Avenue	26.2
77	Fourth Avenue	Jordan Road – Eastern Boundary of Lincoln	20.1
81*	King Street	Western Boundary of Lincoln – Lincoln Avenue	26.2
		Lincoln Avenue – Bartlett Road	20.1
		Bartlett Road – Rittenhouse Road	26.2
		Rittenhouse Road – Orchard Avenue	20.1
		Orchard Avenue – Eastern Boundary of Lincoln	26.2
669	Eighth Avenue	Victoria Avenue – Twenty Road	26.2

*Regional Road 81 shall be subject to further study before any road reconstruction.

City of Niagara Falls

Regional Road Number	Road Name	Road Segment	Width in Metres
20	Lundy's Lane	Western Boundary of Niagara Falls – Garner Road	35.0
		Garner Road – Main Street	26.2
	Ferry Street	Main Street – Stanley Avenue	23.2
25	Netherby Road	Western Boundary of Niagara Falls – Montrose Road	30.5
27	Schisler Road	Western Boundary of Niagara Falls – Misener Road	30.5
		Misener Road – Montrose Road	26.2
43	Bridge Street	Stanley Avenue – Victoria Avenue	20.1
		Victoria Avenue – River Road	23.2
47	Lyon's Creek Road	Montrose Road – Sodom Road	26.2
49	McLeod Road	Oakwood Drive – Marineland Parkway	30.5
	Marineland Parkway	McLeod Road – Stanley Avenue	30.5
57	Thorold Stone Road	Western Boundary of Niagara Falls – Garner Road	42.0
		Garner Road – Stanley Avenue	26.2
		Stanley Avenue - Bridge Street	30.5
61	Niagara Townline Road	St. Paul Avenue – Stanley Avenue	26.2
63	Chippawa Creek Road	Western Boundary of Niagara Falls – Montrose Road	26.2
70	Thorold Townline Road	Brown Road – Taylor Road	26.2

Regional Road Number	Road Name	Road Segment	Width in Metres
70	Taylor Road	Thorold Townline Road – Northern Boundary of Niagara Falls	26.2
98	Schihl Road	Southern Boundary of Niagara Falls – Netherby Road	26.2
	Montrose Road /	Netherby Road – Welland River	26.2
	Montrose Road	Welland River – McLeod Road	30.5
		McLeod Road – Kalar Road	26.2
	Kalar Road	Montrose Road – Mountain Road	26.2
100	St. Paul Street	Northern Boundary of Niagara Falls – Mountain Road	26.2
101	Mountain Road	Taylor Road – Portage Road	26.2
	Portage Road	Mountain Street – Stanley Avenue	26.2
102	Stanley Avenue	Lyons Creek Road – Highway 420	30.5
		Highway 420 – Niagara Townline Road	26.2
116	Sodom Road	Southern Boundary of Niagara Falls – Main Street	26.2
420	Falls Avenue Roberts Road	Stanley Avenue – Rainbow bridge	41.2

Town of Niagara-on-the-Lake

Regional Road Number	Road Name	Road Segment	Width in Metres
55	Niagara Stone Road	York Road – Concession 6 Road	26.2
		Concession 6 Road – Field Road	20.1
		Field Road – Mary Street	26.2
58	Homer Road	Glendale Avenue – Taylor Road	30.5
61	Niagara Townline Road	Four Mile Creek Road – Stanley Avenue	26.2
	Portage Road	Stanley Avenue - Niagara River Parkway	26.2
70	Taylor Road	Southern Boundary of Niagara-on-the-Lake – Glendale Avenue	26.2
		Glendale Avenue – York Road	30.5
81	York Road	Western Boundary of Niagara-on-the-Lake – Niagara River Parkway	26.2
83	Carlton Street	Seaway Haulage Road – Niagara Stone Road	26.2
86	Stewart Road	Lakeshore Road – Carlton Street	20.1
		Carlton Street – Niagara Stone Road	26.2
87	Lakeshore Road	Read Road – East and West Line	26.2
		East and West Line – Mississagua Street	20.1
88	Seaway Haulage Road	Carlton Street - Read Road	26.2

Regional Road Number	Road Name	Road Segment	Width in Metres
88	Seaway Haulage Road	Glendale Avenue - Carlton Street	26.2
89	Glendale Avenue	Western Boundary of Niagara-on-the-Lake – Taylor Road	36.6
		York Road - Queenston Road	36.6
90	Airport Road	York Road – Niagara Stone Road	26.2
100	Four Mile Creek Road	Southern Boundary of Niagara-on-the-Lake – Johanna Drive	26.2
		Johanna Drive – Line 9 Road	20.1
		Line 9 Road – Line 2 Road	26.2
		Line 2 Road – Niagara Stone Road	20.1

Town of Pelham

Regional Road Number	Road Name	Road Segment	Width in Metres
20*	Highway 20 West	Western Boundary of Pelham – Lookout Street	35.0
		Lookout Street – Haist Street	26.2
		Haist Street – Pelham Street	20.1
	Highway 20 East	Pelham Street – Station Street	20.1
		Station Street – Eastern Boundary of Pelham	30.5
24	Victoria Avenue	Southern Boundary of Pelham – Northern Boundary of Pelham	30.5
29	Webber Road	Victoria Avenue – Murdock Street	30.5
37	Merritt Road	Rice Road – Eastern Boundary of Pelham	26.2
54	Rice Road	Southern Boundary of Pelham – Highway 20	26.2
69	Twenty Road	Victoria Avenue – Northern Boundary of Pelham	26.2
529	River Road	Airport Entrance – Effingham Street	26.2
	Effingham Street	River Road – Webber Road	26.2
627	O’Rielly’s Road	Southern Boundary of Pelham – River Road	26.2

*Regional Road 20 is under the jurisdiction of Niagara Region, but retains the name Highway 20.

City of Port Colborne

Regional Road Number	Road Name	Segment	Width in Metres
3	Main Street West	Western Boundary of Port Colborne – West Side Road	34.7
		West Side Road – Welland Canal	20.1
	Main Street East	Welland Canal – Highway 3	20.1
3A	Mellanby Avenue	Main Street West – Welland Street	20.1
	Welland Street	Mellanby Avenue – Main Street East	20.1
5	Killaly Street	Main Street West – Mellanby Avenue	26.2
84	Miller Road	Main Street East – Townline Tunnel Road	26.2
98	Wilhelm Road	Highway 3 – Forks Road	26.2
	Forks Road / Schihl Road	Wilhelm Road – Northern Boundary of Port Colborne	26.2

City of St. Catharines

Regional Road Number	Road Name	Road Segment	Width in Metres
28	Fifth Street Louth	Pelham Road – St. Paul Street West	20.1
34	Seventh Street Louth	St. Paul Street West – Lakeshore Road	20.1
38	Martindale Road	Fourth Avenue – Lakeshore Road	26.2
39	QEW North Service Road	Western Boundary of St. Catharines – Third Street Louth	26.2
40	QEW South Service Road	Western Boundary of St. Catharines – Martindale Road	26.2
42	Ontario Street	St. Paul Street – Carlton Street	20.1
		Carlton Street – Lakeport Road	26.2
46	Geneva Street	Westchester Crescent – Church Street	26.2
48	Niagara Street	Geneva Street – Church Street	20.1
		Church Street – Lakeshore Road	26.2
50	Glenridge Avenue	Sir Isaac Bock Way– Shaver Hospital Entrance	26.2
		Shaver Hospital Entrance – Lockhart Drive	20.1
		Lockhart Drive – Riverview Boulevard	26.2
		Riverview Boulevard – Edgedale Road	23.7
		Edgedale Road – Westchester Crescent	20.1
56	Burleigh Hill Drive	St. David's Road – Glendale Avenue	26.2

Regional Road Number	Road Name	Road Segment	Width in Metres
69	Pelham Road	Western Boundary of St. Catharines – Glendale Avenue	26.2
71	Sir Isaac Brock Way	Merrittville Hwy – Highway 406	26.2
	St. David's Road	Highway 406 – Burliegh Hill / Collier Rd	26.2
72	Louth Street	Pelham Road – St. Paul Street West	20.1
		St. Paul Street West – CN Railway	26.2
		CN Railway – Fourth Avenue	26.2
77	Fourth Avenue	Western Boundary of St. Catharines – Third Street Louth	20.1
		Third Street Louth – First Street Louth	30.5
		First Street Louth – Martindale Road	30.5
		Martindale Road – Highway 406	36.0
	Welland Avenue	Highway 406 – Ontario Street	26.2
		Ontario Street – Geneva Street	20.1
		Geneva Street – Dunkirk Road	26.2
81*	St. Paul Street West / St. Paul Street	Western Boundary of St. Catharines – Ontario Street	26.2
	Queenston Street	Eastchester Avenue – Cushman Road	20.1
		Cushman Road – Eastern Boundary of St. Catharines	26.2
83	Carlton Street	Ontario Street – Niagara Street	20.1

Regional Road Number	Road Name	Road Segment	Width in Metres
83	Carlton Street	Niagara Street – Welland Canals Parkway	26.2
87	Lakeshore Road / Main Street**	Seventh Street Louth – Lock Street	20.1
	Lock Street	Main Street – Lakeport Road	20.1
	Lakeport Road	Lock Street – Ontario Street	26.2
	Lakeshore Road	Lakeport Street – Read Road	26.2
88	Haulage Road	Read Road to Lakeshore Road	26.2
89	Glendale Avenue	Pelham Road – Marsdale Drive	30.5
		Marsdale Drive – Welland Canals Parkway	26.2
91	Westchester Avenue	St. Paul Street – Queenston Street	26.2
581	Church Street	Geneva Street – Niagara Street	20.1

* Regional Road 81 shall be subject to further study before any road reconstruction.

** Lakeshore Road between Seventh Street and Courtleigh Street is identified for special study to determine the improvements that could be made to facilitate bicycling.

City of Thorold

Regional Road Number	Road Name	Road Segment	Width in Metres
20*	Highway 20	Western Boundary of Thorold / CNR West of Hwy 58	35.0**
37	Merritt Road	Western Boundary of Thorold – Niagara Street	26.2
		Niagara Street – Highway 406	35.0
50	Merrittville Highway	Southern Boundary of Thorold – Sir Isaac Brock Way	26.2
56	Collier Road	Beaverdams Road – Confederation Avenue	26.2
		Confederation Avenue – St. David's Road	26.2
63	Chippawa Creek Road	Allanport Road – Eastern Boundary of Thorold	26.2
67	Beaverdams Road	Merrittville Highway – Collier Road	26.2
		Collier Road – Pine Street	23.2
	Pine Street	Beaverdams Road – Highway 58	20.1
70	Thorold Townline Road	Chippawa Creek Road – Taylor Road	26.2
71	Sir Isaac Brock Way	Merrittville Hwy - Highway 406	26.2
	St. David's Road	Highway 406 – Burliegh Hill / Collier Rd	26.2
82	Allanport Road	Chippawa Creek Road – Highway 20	26.2
84	Moyer Road	Welland River – Chippawa Creek Road	30.5

*Regional Road 20 is under the jurisdiction of Niagara Region but retains the name Highway 20.

** Detailed road design may suggest that, on occasion, the road allowance width may be less than 35 metres.

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Township of Wainfleet

Regional Road Number	Road Name	Road Segment	Width in Metres
3	Lakeshore Road	Western Boundary of Wainfleet – Station Road	20.1
	Station Road	Lakeshore Road – Concession Road 1	26.2
	Concession Road 1	Station Road – Highway 3	26.2
4	Wellandport Road	Highway 3 – Regional Road 27 - Welland River	26.2
7	Marshagan Road	Western Boundary of Wainfleet – Regional Road 45	26.2
15	Robinson Road	Western Boundary of Wainfleet – Canborough Road	26.2
23	Forks Road	Highway 3 – Eastern Boundary of Wainfleet	30.5
24	Regional Road 24	Highway 3 – Northern Boundary of Wainfleet	30.5
27	Regional Road 27	Northern Boundary of Wainfleet – Eastern Boundary of Wainfleet	26.2
45	Regional Road 45	Canborough Road – Regional Road 27	20.1
63	Canborough Road	Western Boundary of Wainfleet – Welland River (Northern Boundary of Wainfleet)	26.2
627	Regional Road 627	Regional Road 27– Northern Boundary of Wainfleet	26.2

City of Welland

Regional Road Number	Road Name	Road Segment	Width in Metres
23	Forks Road	Western Boundary of Welland – Highway 58	26.2
25	Netherby Road	Doan's Ridge Road – Eastern Boundary of Welland	30.5
27	Riverside Drive	Western Boundary of Welland – Lincoln Street	26.2
		Lincoln Street – Prince Charles Drive	20.1
	West Main Street	Prince Charles Drive – King Street	20.1
	East Main Street	King Street – Ross Street	20.1
		Ross Street – Wellington Street	26.2
		Highway 140 – Moyer Road	36.6
		Moyer Road – Eastern Boundary of Welland	26.2
		Eastbound Ramp from Moyer Road	Regional Road 84 – Regional Road 27 Eastbound
29	Webber Road	Murdock Street – Riverside Drive	30.5
	Lincoln Street	Riverside Drive – Prince Charles Drive	26.2
33	Humberstone Road	Highway 58 – Feeder Road	26.2
36	South Pelham Road	Webber Road – Woodlawn Road	26.2
41	Woodlawn Road	South Pelham Road – Seaway Mall Entrance	26.2
		Seaway Mall Entrance – Highway 406	35.0
50	Niagara Street	West Main Street – Welland River	20.1
		Welland River – Thorold Road	23.2

Regional Road Number	Road Name	Road Segment	Width in Metres
50	Niagara Street	Thorold Road – Northern Boundary of Welland	26.2
54	Prince Charles Drive South	Highway 58 – Lincoln Street	30.5
	Prince Charles Drive North	Lincoln Street – Thorold Road	26.2
	Rice Road	Thorold Road – Quaker Road	30.5
		Quaker Road – Northern Boundary of Welland	26.2
68	King Street	Division Street East – East Main Street	23.2
84	Miller Road	Townline Tunnel Road – Netherby Road	26.2
	Doan's Ridge Road	Netherby Road – East Main Street	26.2
	Moyer Road	East Main Street – Welland River	30.5
525	Townline Tunnel Road	Highway 58A – Netherby Road	36.6
	Keefer Road	Townline Tunnel Road – Miller Road	35.0
527	Division Street	West Main Street – Burgar Street	20.1
	Burgar Street	Division Street – East Main Street	20.1

Township of West Lincoln

Regional Road Number	Road Name	Road Segment	Width in Metres
2	Caistorville Road	Southern Boundary of West Lincoln – Bismark Road	26.2
9	York Street	Western Boundary of West Lincoln – Caistorville Road	26.2
12	Grimsby Road	Highway 20 – Northern Boundary of West Lincoln	26.2
14	Smithville Road	Western Boundary of West Lincoln – Townline Road	26.2
	Townline Road	Smithville Road – Canborough Street	26.2
	Canborough Street / Griffin Street South	Townline Road – Highway 20*	26.2
	Station Street / Thirty Road	West Street – Northern Boundary of West Lincoln	26.2
20	Highway 20* / West Street	Western Boundary of West Lincoln – South Grimsby Road 6	35.0
		South Grimsby Road 6 – South Grimsby Road 5	30.5
	West Street / Griffin Road North / St. Catharines Street	South Grimsby Road 5 – Townline Road	20.1
	Highway 20*	Townline Road – Eastern Boundary of West Lincoln	35.0
24	Victoria Avenue	Southern Boundary of West Lincoln – Northern Boundary of West Lincoln	30.5
27	Wellandport Road	Highway 20* – Southern Boundary of West Lincoln (Welland River)	26.2
63	Canborough Road	Southern Boundary of West Lincoln – Victoria Avenue	26.2
65	Bismark Road	Western Boundary of West Lincoln – Wellandport Road	26.2

Regional Road Number	Road Name	Road Segment	Width in Metres
69	Twenty Mile Road	Highway 20* - Victoria Avenue	26.2
73	Mud Street West and East	Western Boundary of West Lincoln – Eastern Boundary of West Lincoln	26.2

* Regional Road 20 is under the jurisdiction of Niagara Region but retains the name Highway 20.

Minimum Site Triangle Requirements

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

Appendix 2

Proposed Changes to Schedule M (Road Allowance Width Table)

Proposed Decreases to Regional Road Allowance Widths

Municipality	No.	Regional Road Name	Road Segment	Existing Schedule M ROW	Proposed ROW
Fort Erie	124	Central Ave.	Courtwright St. - Dufferin St.	26.2	20.1
Lincoln	26	Jordan Rd.	Red Maple Ave. - Chestnut St.	26.2	20.1
Lincoln	73	Fly Rd.	West Limit of Campden - University St.	26.2	20.1
Pelham	20	Highway 20	Station St. – East Limit of Pelham	35.0	30.5
St. Catharines	42	Ontario St.	St. Paul St. – King St.	23.2	20.1
St. Catharines	50	Glenridge Ave.	Lockhart Dr. – Riverview Blvd.	33.5	26.2
St. Catharines	77	Fourth Ave.	First Street Louth – Martindale Rd.	35.0	30.5
St. Catharines	89	Glendale Ave.	Pelham Rd. – Marsdale Dr.	36.6	30.5
Welland	29	Webber Rd.	Murdock St. – Riverside Dr.	36.6	30.5
Welland	50	Niagara St.	West Main St. - Welland River	23.2	20.1
West Lincoln	20	Highway 20 / West St.	South Grimsby Rd. 6 – South Grimsby Rd. 5	35	30.5

Proposed Increases to Regional Road Allowance Widths

Municipality	No.	Regional Road Name	Road Segment	Existing Schedule M ROW	Proposed ROW
Lincoln	18	Ontario St.	Greenlane – South Service Road	26.2	30.5
Lincoln	24	Victoria Ave.	Tallman Dr. – QEW South Service Road	20.1	26.2
Welland	54	Rice Rd.	Thorold Road – Quaker Road	26.2	30.5

New Regional Road Allowance Widths

Municipality	No.	Regional Road Name	Road Segment	Existing Schedule M ROW	Proposed ROW
Fort Erie	116	Gorham Rd.	Dominion Rd. – Bertie St.	Not listed	26.2
Fort Erie	116	Stevensville Rd.	Bertie St. – Bowen Rd.	Not listed	26.2
Fort Erie	116	Stevensville Rd.	Bowen Rd. – North Limit of Stevensville	Not listed	20.1
Niagara Falls	57	Thorold Stone Rd.	Stanley Ave. - Bridge St.	Not listed	30.5
NOTL	88	Seaway Haulage Rd.	Carlton St. - Read Rd.	Not listed	26.2
Pelham	37	Merritt Rd.	Rice Rd. – East Limit of Pelham	Not listed	26.2
Port Colborne	5	Killaly Street	Main Street West – Mellanby Ave.	“TBD”	26.2
St. Catharines	56	Burleigh Hill Drive	St. David’s Road – Glendale Ave.	“TBD”	26.2
Thorold	37	Merritt Road	West Limit of Thorold – Niagara St.	Not listed	26.2
Thorold	56	Collier Road	Beaverdams Rd. – Confederation Ave.	“TBD”	26.2
Thorold	56	Collier Road	Confederation Ave. – St. David’s Rd.	“TBD”	26.2
Welland	33	Humberstone Road	Highway 58 - Feeder Rd.	“TBD”	26.2
Welland	527	Burgar Street	Division St. - East Main St.	Not listed	20.1