

## **APPENDIX III**

### **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"><li>• considering increased opportunities for moving people and goods by rail;</li><li>• considering separation of modes within corridors; and</li><li>• providing opportunities for inter-modal linkages.</li></ul>	<p>New <b>Policies 9.F.10 and 9.F.12</b> 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 <b>Policy 9.H.7</b>, 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 <b>Policy 9.F.11</b>, 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"> <li>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.</li> <li>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.</li> <li>Held a consultation meeting with the Six Nations of the Grand River on January 18, 2017.</li> </ul> <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 <b>significant</b> growth within the Niagara Region <b>by the year</b> to a 2041 planning horizon <b>2031</b>...”</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 <b>Objective 9.A.1</b> is appropriate, as it provides the broadest scope of direction when compared to the other Niagara Region transportation system objectives.
6	Lorelea 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 <del>intensification areas and areas designated for high-density development.</del>"</p>	<b>Objective 9.A.1</b> 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 <del>network</del> that allows the efficient movement of people and</p>	<p>Former <b>Objective 9.A.2</b> has been removed from the Amendment due to its similarity to <b>Objective 9.A.1</b>.</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 <del>on all modes of transportation</del> (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>	<b>Policy 9.B.3</b> 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 <b>Policy 9.C.1</b> 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 <del>residential intensification</del> strategic growth areas, employment areas, including tourist location and connection, and major transit station areas;”</p>	<p><b>Policy 9.C.2*</b> has been reworded to generally reflect the recommended wording of this comment.</p> <p>Former <b>Policy 9.C.1 b)</b> has been removed from the Amendment due to its similarity to <b>Policy 9.C.2 a)*</b>.</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 <del>an</del> inter-municipal regional transit <del>system</del>.”</p>	<p><b>Policy 9.C.6*</b> 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><b>Policy 9.C.6*</b> has been reworded as suggested.</p> <p>*previously Policy 9.C.5</p>

				<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.”</p>	
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, <b>Policies 9.C.9*</b> and <b>9.C.10**</b> 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><small>*previously Policy 9.C.7</small> <small>**previously Policy 9.C.8</small></p>
14	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.11	<p>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>	<p><b>Policy 9.C.12*</b> 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><small>*previously Policy 9.C.11</small></p>
15				<p>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>	<p><b>Policy 9.C.12*</b> has been reworded to include the criteria of policy 2.2.4.9 of the Growth Plan.</p> <p><b>Policy 9.C.2**</b>, 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 <b>Policy 9.D.6</b> has also been added to the Amendment to support transit-oriented development</p>



				<p>developing more detailed frameworks around major transit station areas. This chapter includes effective strategies for design and integration of transit stations.</p>	<p>standards in major transit station areas that accommodate active transportation modes.</p> <p>*previously Policy 9.C.11 **previously Policy 9.C.1 c)</p>
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:  <a href="http://www.mto.gov.on.ca/english/engineering /management/ corridor/municipal-guideline/standards.shtml">http://www.mto.gov.on.ca/english/engineering /management/ corridor/municipal-guideline/standards.shtml</a></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>	<p><b>Policy 9.D.1</b> has been reworded to refer to “local municipalities”.</p>
17	Loralea Tulloch	Ministry of Municipal	Policy 9.D.7	<p>Active transportation routes cross other provincial highways of all designation. The phrase ‘and other’ should be inserted before Highways.</p>	<p><b>Policy 9.D.8*</b> has been reworded.</p> <p>*previously Policy 9.D.7</p>

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><b>Policy 9.D.8*</b> 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. Additionally, MMA staff recommend that the Region consider italicizing defined terms throughout its Official Plan for better clarity (i.e. complete streets).</p>	<p><b>Defined terms have been italicized throughout the Amendment.</b></p> <p><b>Policy 9.E.1</b> 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 <b>Policies 9.E.2 and 9.E.6</b> have been removed from the Amendment, and the policies in this section have been renumbered.</p> <p><b>Policy 9.E.3* has been reworded to conform to policy 3.2.2.3 of the Growth Plan.</b></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 <del>protection</del> to ensure that decisions on development applications will not <del>predetermine or</del> preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified <del>planning and/or implementation of the above noted transportation facilities</del>."</p>	<b>Policy 9.F.9</b> 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 <del>by including in this Plan</del> a comprehensive Transportation Demand Management (TDM) strategy to."</p>	<b>Policy 9.G.1</b> 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.	<b>Policies 9.G.1 and 9.G.2</b> 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 <b>Study</b> 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 <b>Policy 9.H.5</b> 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 <b>Niagara</b> Gateway Economic Zone and <b>Niagara</b> 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 <del>Zone and Niagara Economic Centre</del> ”	<b>Policy 9.H.1</b> 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 <b>Policy 9.H.3</b> has been removed from the Amendment due to its similarity to <b>Policy 9.H.1</b> .

				<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 <del>from prime employment and</del> 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 <del>and people</del>, while ensuring compatibility with adjacent land uses and access to these facilities.”</p>	<p><b>Policy 9.H.4*</b> 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"><li>• keeping the label ‘major transit stations’ for the two existing stations (St. Catharines and Niagara Falls)</li><li>• identifying the planned Grimsby GO station as such to show that it is planned and not existing at this time</li></ul>	<p><b>Schedule E1</b> has been revised as suggested.</p>

				<ul style="list-style-type: none"><li>Identifying that the “proposed major transit station” (Beamsville station area in Lincoln) as a future recommended station which is not yet committed or funded</li></ul>	
				<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"><li>Highway 58 extended easterly to Thorold Townline Road</li><li>Highway 20 at the south end of Highway 58</li></ul>	<p><b>Schedule E1</b> 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 <b>Policy 9.F.12</b> has been added to the Amendment to address transportation infrastructure improvements within the agricultural and natural heritage system.</p> <p>New <b>Policy 9.B.6</b> 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 <b>Policy 9.D.9</b> 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><b>New Policy 9.B.6</b> 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 <b>Policy 9.D.9</b> 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 <b>Policy 9.B.2</b> .
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 <b>Policy 9.B.7</b> 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 <b>Policy 9.B.7</b> 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.	<p><b>Schedule E1</b> has been revised as suggested.</p>
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.	<p><b>Schedule E2</b> has been revised to include all bicycle routes identified within the Strategic Cycling Network mapping of the Transportation Master Plan.</p>

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”.	<p><b>Policy 9.D.7*</b> 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.</p> <p><small>*previously Policy 9.D.6</small></p>
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”.	<p>New <b>Policy 9.F.13</b> has been added to the Amendment to generally address this comment.</p>

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 <b>Policies 9.F.10</b> and <b>9.F.12</b> 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 <b>Policy 9.B.2</b>, and will be accomplished through the direction of the Region's Transportation Master Plan (TMP).</p> <p>New <b>Policy 9.F.14</b> 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 <b>Policy 9.F.14</b> 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, <b>Policies 9.E.1</b> and <b>9.E.3*</b> 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><b>Policy 9.E.4**</b>, 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 <b>Policies 9.E.2</b> and <b>9.E.6</b> have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p><small>*previously Policy 9.E.4 **previously Policy 9.E.5</small></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="4">Urban: Signalized = 10 m x 10 m  Non-signalized = 6 m x 6 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></tr><tr><td>Arterial to Collector</td><td>12 m x 12 m</td><td rowspan="2">Rural = 15 m x 15 m</td></tr><tr><td>Arterial to Arterial</td><td>12 m x 12 m</td></tr><tr><td>Outside of Urban Boundary</td><td>15 m x 15 m</td><td></td></tr></table>	Road Classification	City	Region (proposed)	Local to Local	5 m x 5 m	Urban: Signalized = 10 m x 10 m  Non-signalized = 6 m x 6 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	Arterial to Collector	12 m x 12 m	Rural = 15 m x 15 m	Arterial to Arterial	12 m x 12 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  Non-signalized = 6 m x 6 m																							
Collector to Local	5 m x 5 m																								
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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	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>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, <b>Policies 9.E.1</b> and <b>9.E.3*</b> 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><b>Policy 9.E.4**</b>, 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 <b>Policies 9.E.2</b> and <b>9.E.6</b> 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.	<b>Objective 9.A.4*</b> 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.	<b>Policy 9.B.2 b)</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.	<b>Policy 9.B.4</b> 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, <b>Policy 9.C.2 c)</b> 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 <b>Policy 9.D.7*</b> . 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.	<b>Policy 9.H.1</b> 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, <b>Policies 9.E.1</b> and <b>9.E.3*</b> 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><b>Policy 9.E.4**</b>, 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 <b>Policies 9.E.2</b> and <b>9.E.6</b> 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>

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.	<b>Objective 9.A.4*</b> 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.  <b>Policy 9.D.7*</b> addresses the protection and potential reuse of abandoned rail and hydro corridors for active transportation, and new <b>Policy 9.H.7</b> 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>	<b>Policy 9.B.3</b> 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 <b>Policy 9.C.2 b)</b> has been removed from the Amendment due to its similarity to <b>Policy 9.C.2 a)*</b> . <b>Policy 9.C.2 a)*</b> 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> "	<b>Policy 9.D.8*</b> 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.	<b>Policy 9.H.1</b> 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 <b>Policy 9.B.2</b> , 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 <b>Policy 9.F.14</b> 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.	<b>Objectives 9.A.1</b> and <b>9.A.2*</b> has been reworded to include people “of all ages and abilities”.  Former <b>Policy 9.E.2</b> 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 <b>Policy 9.C.1 b)</b> has been removed from the Amendment due to its similarity to <b>Policy 9.C.2 a)*</b> . <b>Policy 9.C.2 a)*</b> 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 Transportation	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"><li>• Language has been added to <b>Objectives 9.A.1</b> and <b>9.A.2*</b> 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;</li><li>• New <b>Policy 9.D.9</b> 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</li></ul> <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 <b>Policy 9.D.10</b> 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 <b>Policy 9.E.7</b> 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.	<b>Schedule E1</b> 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>	<p>The Niagara Region's Official Plan does not determine the role or function of Council's committees as such polices may inadvertently date the document and reduce the effectiveness of its policies. No change to the Amendment is required.</p>

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"><li>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.</li><li>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.</li></ol> <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 <b>Policy 9.F.14</b> 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><b>New Policy 9.F.14</b> 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><b>New Policy 9.F.14</b> 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"><li>• 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;</li><li>• 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</li><li>• That the Region undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred</li></ul>	<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><b>New Policy 9.F.14</b> 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 <b>Policy 9.F.7</b> 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	<b>Policy 9.F.9</b> 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"> <li>a) Reduce trip distances and time;</li> <li>b) Increase alternative uses to the automobile;</li> <li>c) Prioritize active transportation, transit and goods movement over single-occupant automobile;</li> <li>d) Expand infrastructure to support active transportation; and</li> <li>e) Consider the needs of major trip generators." </li></ul>	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).	<b>Policies 9.G.1</b> and <b>9.G.2</b> 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.	<b>Schedule E1</b> 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><b>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.</b></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><b>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.</b></p>	<b>Objective 9.A.1</b> 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><b>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.</b></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><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.</b></p>	<p><b>Policy 9.C.13*</b> 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: <b>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.</b>	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:  <b>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.</b>	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 <b>Policy 9.F.14</b> 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:  <b>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.</b>	The use of the word "support" in <b>Policy 9.D.4</b> 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:	<b>Policy 9.D.8</b> has been reworded.

	Whitelaw, and Ken Forgeron	Transportation Advocates		<b>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.</b>	
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><b>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></p>	<b>Policy 9.F.2</b> 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><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</b></p>	<b>Policy 9.F.8</b> 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><b>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></b></p>	<p>The definition for “bicycle infrastructure” has been reworded.</p>
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><b>That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.</b></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 <b>Policy 9.F.14</b> 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><b>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.</b></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.
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><b>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.</b></p>	<b>Objective 9.A.1</b> 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.
105	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.C.2 e)	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."	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.

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>	<b>Policy 9.C.13*</b> 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:  <b>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.</b>	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:  <b>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.</b>	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 <b>Policy 9.F.14</b> 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:  <b>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</b>	The use of the word “support” in <b>Policy 9.D.4</b> 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.



				<b>identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.</b>	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.	<b>Policy 9.D.8</b> 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.	<b>Policy 9.F.2</b> 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>	<b>Policy 9.F.8</b> 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 <del>cross-outs</del> be made to the definition of bicycle infrastructure in Part III- Definitions:</p> <p><b>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></b></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 <b>Policy 9.F.14</b> has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>