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

Report to: Planning and Economic Development Committee

Report date: Wednesday, June 12, 2019

Recommendations

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

Key Facts

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

Financial Considerations

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

Analysis

Background

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

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

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

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

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

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

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

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

Public and Stakeholder Consultation

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

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

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

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

Planned Corridors Mapping and Policies

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

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

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

Complete Streets Approach

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

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

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

Timeline and Budgeting Commitments

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

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

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

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

Modifications to Draft Policies and Schedules

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

Modification 7: Policy 9.C.2 b)

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

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

[...]

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

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

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

Modification 8: Policy 9.C.8

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

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

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

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

Modification 25: Policy 9.H.2

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

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

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

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

Planning Review

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

Process and Next Steps

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

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

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

Alternatives Reviewed

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

Relationship to Council Strategic Priorities

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

Other Pertinent Reports

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

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Appendices

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

APPENDIX I

AMENDMENT NO. 13

TO THE OFFICIAL PLAN FOR THE NIAGARA PLANNING AREA

PART “A” - THE PREAMBLE

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

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

PART “B” – THE AMENDMENT

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

- Schedule Changes
- Table Changes
- Text Changes

PART “C” – THE APPENDICES

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

PART “A” - THE PREAMBLE

TITLE AND ITS COMPONENTS:

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

PURPOSE OF THE AMENDMENT

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

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

LOCATION OF THE AMENDMENT

This Amendment applies to the entire Niagara Planning Area.

BACKGROUND

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

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

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

BASIS FOR THE AMENDMENT

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

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

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

IMPLEMENTATION

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

PART “B” – THE AMENDMENT

Amendment 13 To The Official Plan for the Niagara Planning Area

Schedule Changes (attached)

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

Table Changes (attached)

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

Text Changes

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

Part I – Modifications to Existing Policies

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

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

Modification 2

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

Modification 3

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

Modification 4

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

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

13. **Policy 10.C.2.3.6** is repealed.

14. **Policy 10.C.2.3.7** is renumbered as **Policy 10.C.2.3.6**.

Part II – New Policies

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

9. Transportation: Moving People and Goods

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

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

9.A General Objectives

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

9.B Coordinated Transportation System Planning

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

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

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

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

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

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

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

9.C Public Transit

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

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

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

abutting *higher order transit* facilities, but outside the Niagara Escarpment Planning Area;

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

Policy 9.C.3 The Niagara Region will leverage public transit to promote *transit-supportive development*.

Policy 9.C.4 The Niagara Region will encourage the provision of *demand-responsive transit service*, where operationally and economically feasible, in local municipalities to serve low-density areas.

Policy 9.C.5 The Niagara Region supports *transit service integration* of municipal transit agencies to provide *frequent transit* service.

Policy 9.C.6 The Niagara Region will ensure *transit service integration* as part of the implementation of inter-municipal regional transit, and will work with transit operators, including the *Province* and Metrolinx, where applicable.

Policy 9.C.7 The Niagara Region will support transit investment for improved services to provide *multimodal* access to *major transit station areas* and reduce *modal share* by single-occupant vehicles.

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

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

Policy 9.C.9

Modification 9

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

Policy 9.C.10

Modification 10

Modification 11

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

Policy 9.C.11

Modification 12

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

Policy 9.C.12

Modification 13

Modification 14

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

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

Modification 15

Policy 9.C.13

Modification 16

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

9.D Active Transportation

Policy 9.D.1

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

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

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

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

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

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

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

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

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

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

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

9.E Complete Streets

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

9.F The Regional Road System

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

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

Policy 9.F.2

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

Policy 9.F.3

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

Policy 9.F.4

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

Policy 9.F.5

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

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

Policy 9.F.6

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

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

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

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

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

Modification 21

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

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

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

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

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

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

9.G Transportation Demand Management

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

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

9.H Goods Movement

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

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

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

Policy 9.H.3

Modification 26

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

Policy 9.H.4

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

Policy 9.H.5

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

Policy 9.H.6

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

Policy 9.H.7

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

Part III – Definitions

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

Airports

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

Bicycle Infrastructure

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

Complete Streets

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

Complete Streets Design Guidelines

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

Demand-responsive Transit Service

Modification 27

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

Freight-supportive

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

Frequent Transit

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

Modification 28

Major Goods Movement Facilities and Corridors

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

Major Trip Generators

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

Modification 29

Marine Facilities

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

Natural Heritage System

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

Modification 30

Planned Corridors

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

Public Service Facilities

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

Rail Facilities

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

Road Allowance

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

Sensitive Land Uses

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

Strategic Growth Areas

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

Transit Service Integration

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

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

Active Transportation

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

Compact Built Urban Form

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

Major Transit Station Areas

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

Multimodal

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

Transit-supportive

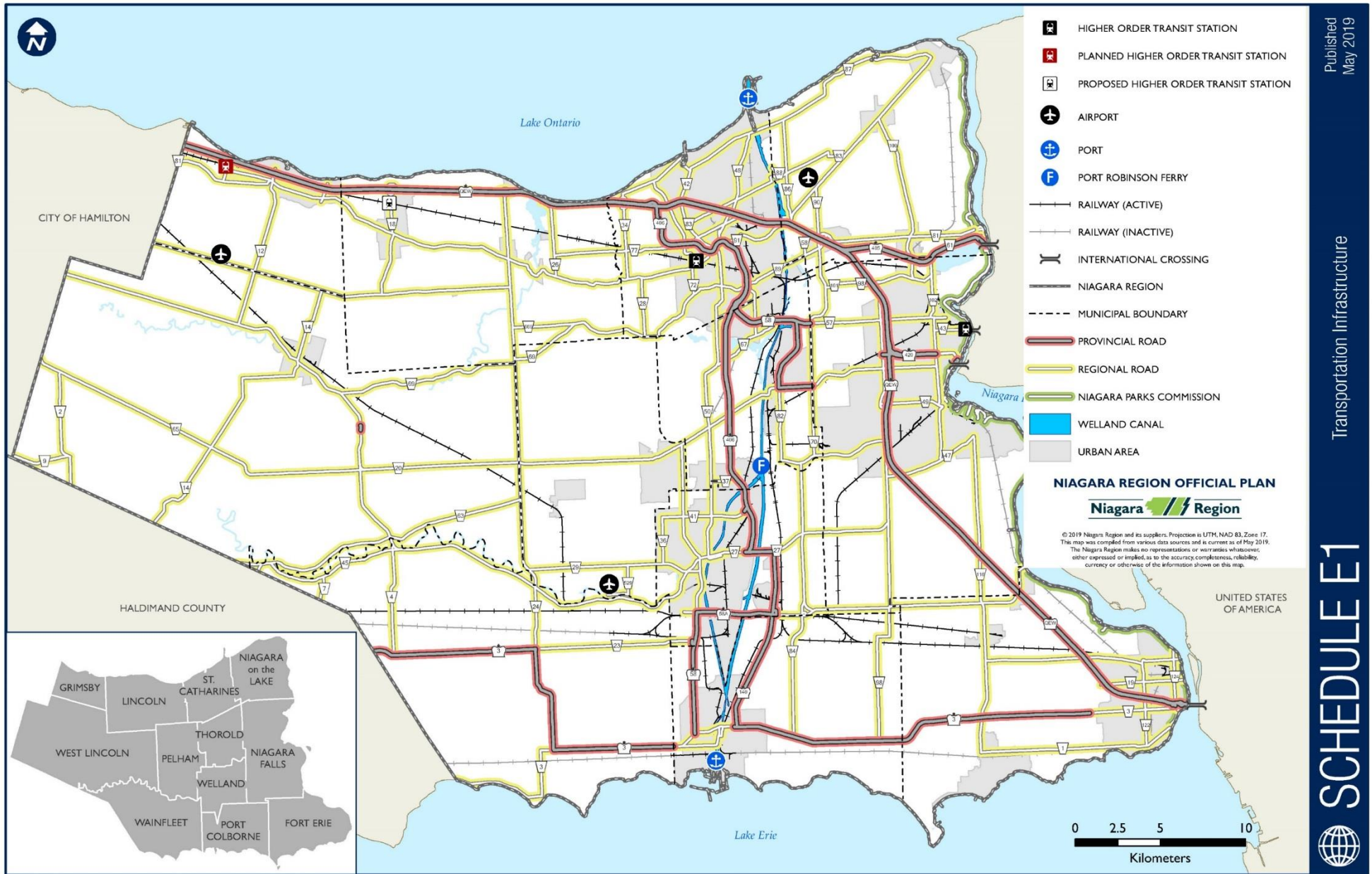
Relating to *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive development* will be consistent with Ontario's Transit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

Part IV: Table 9-1 – Road Allowance Widths

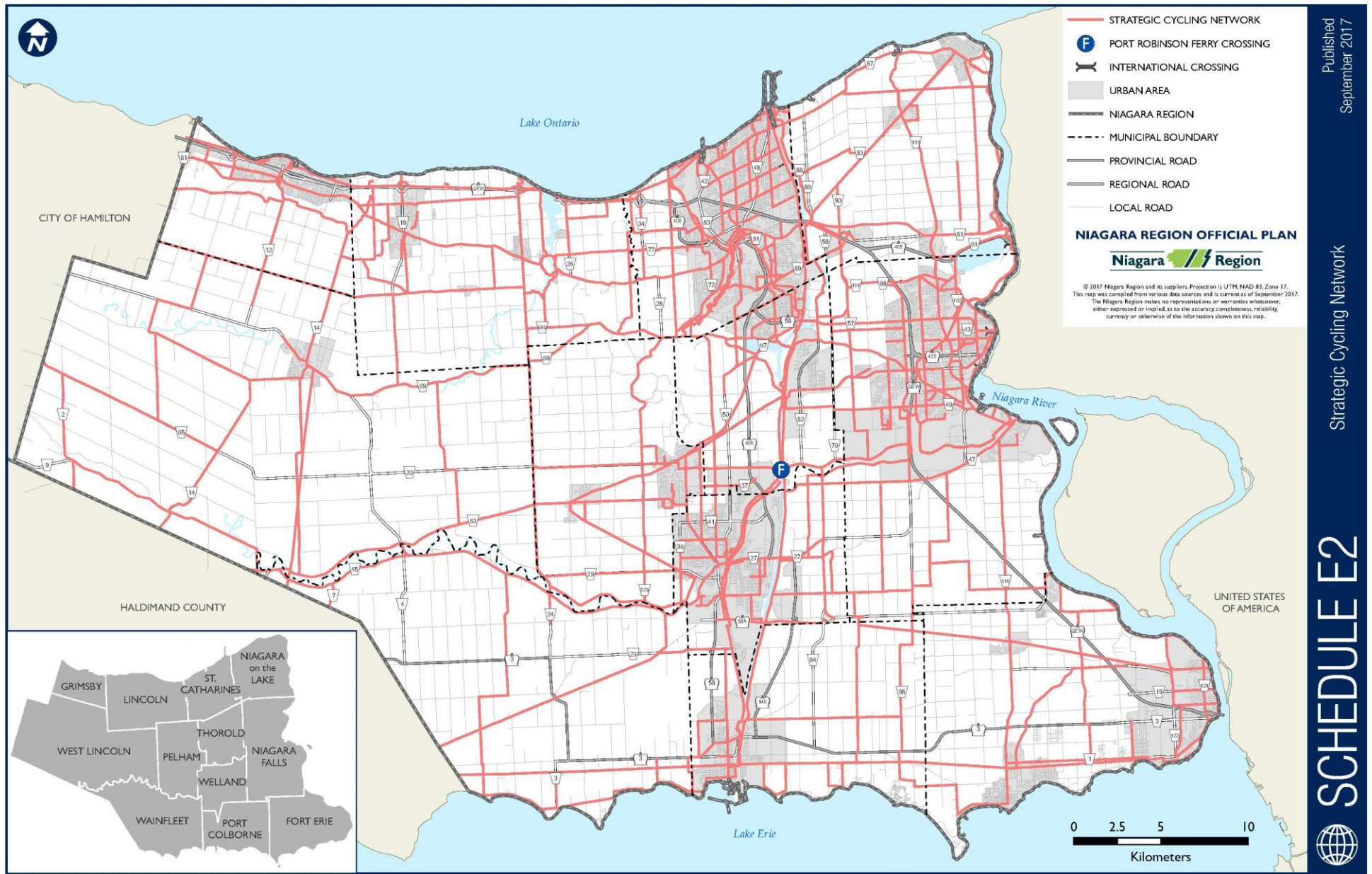
1. That the following “minimum sight triangle requirements” table be added to Table 9-1 of the Plan:

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

Schedule E1 – Transportation Infrastructure



Schedule E2 – Strategic Cycling Network



APPENDIX II

AGENCY AND PUBLIC COMMENTS RECEIVED

**Ministry of
Municipal Affairs**

**Ministère des
Affaires municipales**

Ministry of Housing

Ministère du Logement

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

Bureau des services aux municipalités
du Centre de l'Ontario
777, rue Bay, 13^e étage
Toronto ON M5G 2E5
Téléphone : 416-585-6226
Télécopieur : 416-585-6882
Sans frais : 1-800-668-0230



February 8, 2018

Sent via email only

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

Dear Ms. Tikky

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

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

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

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

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

Major Transit Station Areas

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

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

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

Complete Streets

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

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

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

Infrastructure Corridors

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

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

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

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

Transportation Initiatives Underway

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

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

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

Engagement with Indigenous Communities

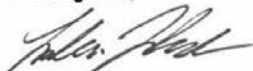
Both the Growth Plan (Policies 5.2.3.3 and 5.2.3.6) and PPS (Policy 1.2.2), encourage planning authorities to coordinate planning matters with Indigenous communities. First Nations and Metis communities, whose interests may be impacted by planning decisions, should be engaged to ensure that they have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

Conclusion

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

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

Best Regards,



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

Copy: Ministry of Transportation

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

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

Example – Text with strikethrough are recommended deletions

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

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

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

3

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

4

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

Housekeeping Comments:

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

Niagara Escarpment Commission Commission de l'escarpement du Niagara

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January 3, 2018

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

Dear Ms. Tikky:

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

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

Comments on Proposed Policies

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

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

Ontario's Niagara Escarpment - A UNESCO World Biosphere Reserve

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

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

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

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

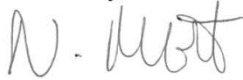
Reference to the environmental assessment process is found in the existing transportation policies (e.g. Policy 9.B.3 and 9.C.23) and reference the need for a Development Permit from the NEC, as noted above. These policies are not found in ROPA 13. Although Chapter 14 of the Official Plan refers to the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

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

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

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

Yours truly,



Nancy Mott, MCIP, RPP
Senior Strategic Advisor

c.c. Debbie Ramsay, Manager, NEC

January 10, 2018

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

Dear Ms. Tikky:

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

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

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

NPC Requested Revisions:

Schedule Changes:

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

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

9. Transportation: Moving People and Goods

Please add:

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

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

9.B Coordinated Transportation System Planning

Please add to Policy 9.B.2:

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

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

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

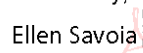
9.D Active Transportation

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

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

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

Yours truly,

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

Ellen Savoia, MCIP, RPP
Senior Planner



Authorized commenting Agency for



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

November 29th, 2017

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

Via email: Alexandria.Tikky@niagararegion.ca

Dear Ms. Tikky:

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

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

Amend Policy 9.D.6 by adding:

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

Add Policy 9.F.10:

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

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

Sincerely,

Darlene Presley,
Planning Coordinator
On behalf of TransCanada PipeLines Limited



December 15, 2017

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

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

Dear Ms. Tikky:

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

1. Complete Streets

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

2. Connectivity

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

Working Together to Serve Our Community

Planning, Building, &
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Ext 4247 Fax 905-356-2354
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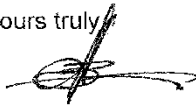
3. Daylight Triangles

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

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

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

Yours truly,



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

JB:rm

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

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

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

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

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

General

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

Policies

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

City of Thorold

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

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Tel: 905-227-6613

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

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

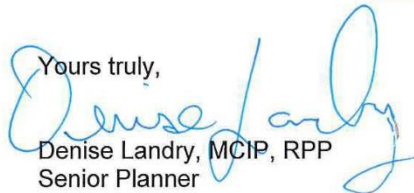
- a) Reduce trip distances and time;
 - b) Increase alternative uses to the automobile;
 - c) Prioritize active transportation, transit and goods movement over single-occupant automobile;
 - d) Expand infrastructure to support active transportation; and
 - e) Consider the needs of major trip generators."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

Mapping

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

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

Yours truly,



Denise Landry, MCIP, RPP
Senior Planner

cc: Manoj Dilwaria, Chief Administrative Officer



City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, ON L3B 3X4
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Email: devserv@welland.ca | www.welland.ca

November 20, 2017



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

Dear Ms. Tikky:

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

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

Policy Specific Comments

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

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

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

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

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

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

November 20, 2017

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

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

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

General Comments

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

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

Yours truly,



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



Planning and Development Services

December 19, 2017

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

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

Attention: Alexandria Tikky, Planner

Dear Ms. Tikky:

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

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

Schedules

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

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

Policy Specific Comments

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

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

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

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

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

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

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

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

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

Definitions

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

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

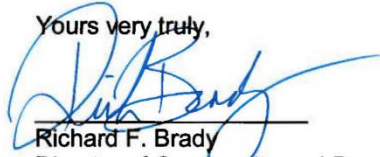
Town Staff would be more supportive of using this type of language (PPS 2014), as it appears to link speed of "other mobility devices" to that of motorized wheelchairs. Common concerns over e-bikes, golf carts, snowmobiles and "other mobility devices" that are not truly AT or accessibility related, are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

General Comments

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

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

Yours very truly,



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



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Beamsville, ON L0R 1B1
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FAX (905) 563-6566

December 21, 2017

CN: 3-5-02-12

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

Dear Ms. Tikky:

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

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

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

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

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

Yours sincerely

A handwritten signature in cursive script that reads "M. Cocchiara".

Monika Cocchiara
Senior Policy & Development Planner

MC:dc
Attach.



Planning and Development Department

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

RECOMMENDATIONS:

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

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

EXECUTIVE SUMMARY:

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

HISTORICAL BACKGROUND:

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

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

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

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

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

FINANCIAL – STAFFING – LEGAL CONSIDERATIONS:

Financial:

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

Staffing:

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

Legal:

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

RELEVANT CONSULTATION:

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

STAFF COMMENTS:

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

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

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

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

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

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

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

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

ALTERNATIVES FOR CONSIDERATION:

None.

ALIGNMENT TO CORPORATE PLAN:

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

ATTACHMENT:

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



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

Proposed Regional Official Plan Amendment 13: Update to Transportation Policies

Executive Summary:

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

Background:

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

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

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

Staff Comments:

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



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pelham.ca

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

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



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

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

Prepared by: Shannon Larocque, MCIP RPP, Senior Planner

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

Alternatives:

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

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

Recommendation:

THAT Committee receives this report for information; and

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



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REPORT
TOWNSHIP
PLANNING/BUILDING/ENVIRONMENTAL
COMMITTEE

DATE: December 4, 2017

REPORT NO: PD-165-17

SUBJECT: **Recommendation Report
Regional Transportation Policies**

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

OVERVIEW:

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

RECOMMENDATION:

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

ALIGNMENT TO STRATEGIC PLAN

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

BACKGROUND:

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

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

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

CURRENT SITUATION:

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

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

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

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

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

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

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

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

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

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

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

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

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

INTER-DEPARTMENTAL COMMENTS

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

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

CONCLUSION

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

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

ATTACHMENTS

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

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Prepared by:

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

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

**Carolyn Langley
Clerk/Acting CAO**

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www.niagaracca.org

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

December 11, 2017

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

Re: Proposed Regional Policy Plan Amendment No. 13

Dear Mr. Fabioano:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bicycle Routes Off the Regional Bicycling Network:

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

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

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

Trip-End Bicycle Facilities:

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

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

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

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

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

Protected Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

David Hunt, for:
NCCA Clubs

Cc Niagara Cycling Clubs Alliance:

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

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

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

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

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



www.niagaracca.org

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

May 29, 2018

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

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

Dear Mr. Fabioano:

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

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

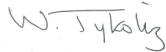
There are nine policy areas in the re-drafted amendment which did not fully incorporate our previous suggestions. Appendix 1 contains the detailed wording of our recommendations and which we feel should be included in the Official Plan amendment to realize the full potential benefits of an active transportation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

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

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

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

Yours sincerely,



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

Cc Niagara Cycling Clubs Alliance Presidents:

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

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

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

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

Appendix 1 Recommendations

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

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

2. Network Implementation Target:

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

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

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

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

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

4. Active Transportation Infrastructure Across Provincial Highways:

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

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

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

6. Incorporation of the Five E’s

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

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

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

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

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

8. Broad Support for Bicycle Tourism:

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

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

9. Definition for Bicycle Infrastructure:

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

Bicycle Infrastructure

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

November 24, 2017

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

Dear Mr. Fabiano;

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

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

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

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

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

Yours truly;

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

Attachment: Appendix 1

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

Appendix 1

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

9.A General Objectives

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

9.C Public Transit

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

6. New Policy Needed: Modal Integration:

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

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

9.D Active Transportation

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

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

“...and connections to adjacent municipalities outside Niagara, including cross-border locations, as well as inter-regional systems for cycling and hiking.”

As the third suggestion supported by the rational in b. above **it is also recommended that the preamble in Section 9. Transportation: Moving People and Goods be modified in the first paragraph of the last sentence as follows:**

“...within the Niagara Region, across the Greater Toronto and Hamilton area, and beyond”.

8. Proposed Policies 9.D.2 and 9.D.3 appear to provide some general direction on the implementation over time of priority bicycling routes identified in the TMP. However, current Objective 9.F.10 in the Regional Official Plan goes further in committing the Niagara Region to a target of completing the bicycling network over a 15 year period. It is important to set implementation targets as one metric in measuring Niagara’s commitment to AT development. **It is recommended that proposed Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.** This priority network serves as a 10 year capital infrastructure spending guide needed to complete the priority network of cycling routes across Niagara. Unless this is identified in the Official Plan there is no legal mechanism to achieve this target. Unlike the Official Plan approved under the *Planning Act*, the TMP can be changed without public consultation since it has no legal status. **It is also recommended that the proposed Strategic Cycling Network in Schedule E2 be made the same as that in the Strategic Cycling Network map in both the approved TMP and the Strategic Cycling Network Development Technical Paper (assumed to be the same) as at least 10 routes in these latter maps were omitted from Schedule E2.**
9. Proposed Policy 9.D.4 is quite troubling as it appears to abandon Niagara’s leadership role and longstanding financial commitment, through incentives, to complete the Regional bicycling network where local or other non-Regional roads are involved. Through current approved Policy 9.F.3, Niagara has been considered a leader in the Province in incentivizing Regional AT development. At least two other Regions and Counties (York and Essex) in the Province have followed Niagara’s lead by providing financial support (Essex \$3.5m annually, York Region \$500,000 annually) to local municipalities that assist in developing Regional networks. For example, this practice is formalized in the York Region Official Plan (Policy 7.2.6). Local municipalities, however, are still expected to identify, develop and build a finer grid of bicycling routes that connect and serve local neighbourhoods, downtowns, employment areas, commercial development, etc. These local networks should dovetail with the broader Regional network that connects to its partner municipalities and adjacent regions. Therefore, **it is recommended that proposed Policy 9.D.4 be revised by adding the following wording after the word “support”: “and cost share with”.**

10. Providing AT Opportunities Off the Regional Bicycling Network:

We are somewhat disappointed that past, and possibly current, practice to provide additional pavement width on roadway shoulders, is not being recognized as it has in currently approved Policy 9.F.5. We believe there is considerable value in considering such provision on future Regional roads projects that may not be identified today on the bicycling network. There are many bicycle friendly roads as identified in the Region's Bicycle Map, that are off the Regional Network, but frequently used by cyclists. As we all know, road rehabilitation and reconstruction opportunities do not come along often and could take up to 20 or more years to be revised. **It is recommended that the following wording be added as a new proposed policy in Section 9.D Active Transportation:**

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

This would support and bolster future Regional efforts through "Complete Streets" considerations to provide additional safe space for more vulnerable road users who may walk or ride along Regional roads.

11. Supportive Bicycling-Related Infrastructure:

An important way to encourage and support higher levels of AT activity, including commuter cycling, is to provide dedicated trip end accommodations such as parking and change facilities. This can happen as part of the review of all proposed new development and infrastructure undertakings at the Environmental Assessment and planning approval stages. These elements currently are identified in parts of approved Regional Policies 9.F.8 and 9.F.12. Also, to support this work, local comprehensive Zoning By-laws should be required to include zoning provisions for key land use zones requiring both short term and long term bicycle parking facilities. The *Proposed Model Bicycle Parking Zoning Provisions for Niagara*, developed by the Policy Task Force, RNBC, 2013 give guidance to this request. Car parking requirements are routinely addressed in Zoning By-laws so bicycle parking should not be treated any differently. In light of the above information, **it is recommended that the following new policy be included in proposed Section 9.D Active Transportation:**

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

12. Revised Policy on Bicycle Tourism:

Niagara is widely recognized as the premiere bicycle tourism destination in the Province. The Greater Niagara Circle Route is just one example of a major attraction for touring and local cyclists. Bicycle tourism has a major, positive economic impact in the Niagara community broadly and its importance has been showcased in various economic studies, including recent work produced by Brock University and Venture Niagara, the latter being a key lead in promoting bicycle tourism with Niagara Region's expertise and assistance. The growing presence and success of the Bike Train first provided by VIA and now Metrolinx is evidence of the importance of bicycle tourism. Also, six of Niagara's twelve local municipalities have received Bicycle Friendly Community designation status provincially while several other remaining municipalities are in the process of applying. This all helps to position Niagara favourably for attracting even more visitors that are cycling tourists.

In light of the above information, it is important that the Region continue encouraging and supporting bicycle tourism. Some of the elements of the current approved Policy 9.F.11 should be carried forward in the new Amendment. Therefore, **it is recommended that the following policy be included in proposed Section 9.D Active Transportation:**

"Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination through such features as the Niagara Bike Train, Wine Route, Greater Niagara Circle Route and other trail networks, connections and facilities; as well as a route signage strategy, mapping and web site information".

13. Incorporating the Five E's to support bicycling:

There are many cycling manuals that urge the incorporation of the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) to have a meaningful approach to encourage more people to cycle and do so in a safe manner. These elements are also used by the Share the Road Cycling Coalition to help define Bicycle Friendly Communities in Ontario. They are mentioned as recommended actions in the TMP, Section 6.1 on Active Living, and are also included in the current approved Official Plan policies. **It is therefore recommended that a new policy be included in proposed section 9.D that recognizes the importance of the five E's as follows:**

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

14. Role of the Regional Active Transportation Sub-Committee (ATSC):

Current Policy 9.F.1 in the Regional Official Plan formally recognized the role and importance of the former RNBC (now ATSC) to support Regional standing committees and Council on all matters related to cycling. The TMP as recently approved by Council, recommends continued support for the new ATSC. Therefore, **it is recommended that a new policy be included in the Official Plan proposed section 9.D that reflects the Terms of Reference for the ATSC as approved by Regional Council. Also, the importance of forming partnerships with bicycling stakeholders should be emphasized in this policy, including offering its expertise and support for the work of Venture Niagara in bicycle tourism promotion on behalf of the Region, local municipalities and related agencies with an interest in tourism.**

9.E Complete Streets

15. New Policy on Protected Intersections:

Proposed Policy 9.E.2 outlines seven “complete streets” requirements that should be considered for all Regional Roads. One requirement that appears to be missing, and one getting a lot of attention in transportation planning discussions across the Province is safer road intersection treatment. Busy intersections are key locations where major collisions and fatalities occur particularly affecting vulnerable road users. Therefore, **it is recommended that the first sentence in proposed Policy 9.E.2 be modified by deleting the word “should” and including the words “..., including protected intersections, will...”.**

9.F The Regional Road Systems

16. Implementation of the Niagara Region Model Urban Design Guidelines and Complete Streets Design Guidelines:

Proposed Policy 9.F.7 indicates that the Region will “have regard to” these guideline documents when commenting on development applications located along Regional Roads. These guideline documents are central to a proposed new direction in community planning (i.e. “complete streets” and “complete communities”) as required in Provincial and Regional planning documents. Given their importance, they should not be merely referenced, but implemented. The use of the words “have regard to” is considered more general, non-prescriptive and discretionary in application than the use of the words “shall conform with”. **Therefore, it is recommended that the words “have regard to” be deleted and replaced by the words “conform with”.**

9.G Transportation Demand Management and Transportation Management Systems

17. Prioritizing Road Users in Transportation Planning:

The Region is applauded for including proposed new TDM policies to accommodate all road users in a safer, more efficient manner. Lessons can be learned from the City of Vancouver, described as the most livable City in Canada, which has been a model in its TDM approach from both policy and implementation standpoints. In its transportation planning work a central tenant has been to prioritize the most vulnerable road users over single occupant vehicles. This too appears to be an important principle in Niagara's proposed TDM policies. However, there may be some inherent conflicts with some other strategies in proposed Policy 9.G.1 including strategy a) which focuses on trip distance and time which could result in higher roadway speeds that make it unsafe for vulnerable road users. This may perpetuate past practice that seemed to prioritize cars and trucks over "people", particularly more vulnerable road users. Therefore, **it is recommended that proposed Policy 9.G.1 be revised to give clear priority to the most vulnerable road users. The following revisions are suggested. That the end of the first sentence include:**

"...to implement these strategies in the following order of priority:

- c) to become a),**
- d) to become b),**
- b) to become c),**
- a) to become d), and**
- e) to remain as e)"**

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

"f) Provide incentives and rewards for sustainable travel trips"

May 29, 2018 (Revised)

Ann-Marie Norio
Acting Regional Clerk
Regional Municipality of Niagara
1815 Sir Isaac Brock Way
P.O. Box 1042, Thorold, Ontario
L2V 4T7

Dear Ms. Norio;

***RE: Comments and Recommendations on the 2nd Draft of
Proposed Regional Official Plan Amendment 13(ROPA 13):
Regional Transportation Policies***

The Regional Active Transportation Advocates submitted comments and recommendations to your Office on November 24, 2017 regarding the above subject. We are pleased with the consultations on various draft amendment documents afforded us by staff and with Regional Councillors who we have approached through separate meetings. Our previous comments were also discussed in a meeting with the Regional Active Transportation Sub-Committee.

In terms of the 2nd draft of ROPA 13 circulated in late May, 2018, we are pleased to find that some of our suggestions were accepted in whole or part. However, we now would like to address a number of outstanding issues including some critical areas [*] of the re-drafted policies which either do not or only partially address our original recommendations. Our shared objective is to achieve a safe and integrated regional active transportation network. Our outstanding concerns relate to:

- **Integration of Bicycle Parking, Travel and Public Transit,**
- ***Network Implementation Target,**
- ***Financial Incentives to Local Municipalities to Help Build a Regional Network,**
- ***Active Transportation Infrastructure Across Provincial Highways,**
- **Accommodation of Uses Within Regional Roads Rights-of-Way,**
- **Incorporation of the Five E's,**
- ***Support for the Regional Active Transportation Sub-Committee (ATSC),**
- ***Broad Support for Bicycle Tourism, and**
- **Definition for Bicycle Infrastructure.**

Our more detailed comments and 12 recommendations are set out in Appendix 1.

We understand that a formal Public Meeting under the ***Planning Act*** will be held in the Regional Council Chambers on June 6, 2018. We do intend to be present at the public meeting and will notify you in advance if we intend to make a formal presentation to highlight the attached comments and recommendations. Also, we would like to be notified of any future

discussions on the proposed Amendment, as well as its formal adoption by Council. Please e-mail any future communications to our group in care of Ken Forgeron at ken.forgeron@gmail.com

Thank you for your attention to our concerns.

Yours truly;

A handwritten signature in black ink that reads "Ken Forgeron". The signature is written in a cursive, flowing style.

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

Attachments: Appendix 1

C: Regional Councillors Alan Caslin, Brian Baty, Tony Quirk, Dave Augustyn, Henry D'Angela and Bruce Timms
Alexandria Tikky, Planning and Development Services Department
Lisa Gallant and Jackie Gervais, Regional Public Health Department
Carolyn Ryall, Regional Public Works Department
All members of the Regional Active Transportation Sub-Committee (c/o Carolyn Ryall)
Wally Tykoliz, President, Niagara Cycling Clubs Alliance

Appendix 1

Comments and Recommendations on the 2nd Draft of Proposed Regional Official Plan Amendment 13 (ROPA 13): Regional Transportation Policies

Our comments and recommendations on the 2nd draft of proposed ROPA 13 are presented below in the order in which they are set out in the draft Amendment document. The more critical issues of concern are highlighted with an asterisk [*].

1. Integration of Bicycle Parking, Travel and Public Transit- Policy 9.C.2.e) and Policy 9.C.12

Policy 9.C.2.e) provides a number of important supports and linkages to better integrate public transit with a number of other strategic goals outlined. Sub-section e) provides for park-and-ride facilities that support multimodal travel with linkages to pedestrian and transit routes, bicycle infrastructure, and priority spaces for carpool and car-share vehicles. Priority spaces also should be provided for bicycles to support the “1st mile, last mile” multi-modal transportation option. This is particularly important for the proposed new Mobility Hub Stations in Grimsby, Beamsville, St. Catharines and Niagara Falls. Bicycle parking spaces should be located near the front of transit station entrances where security and visibility are best, rather than at the back of the lot.

Therefore, it is **recommended**:

- a.) That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons.**

Proposed Policy 9.C.12 addresses a number of important integration approaches including bicycles on transit vehicles, bicycle racks on buses, bicycle infrastructure at transit facilities, public and institutional areas, and employment areas.

We believe that while it is important to provide such supports “at” such facilities and areas, it also is important to provide them “to and from” these facilities and areas. Also, the Niagara Parks Commission should be recognized as a key transit partner along with others listed in this policy.

Therefore, it is **recommended**:

- b.) That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided at and to transit facilities, public and institutional areas, and employment areas. Also, the Niagara Parks Commission should be added to the list of transit partners.**

2. *Network Implementation Target – Policy 9.D.2.

Proposed Policies 9.D.2 and 9.D.3 appear to provide some general direction on the implementation over time of priority bicycling routes identified in the TMP. However, current objectives in the Regional Official Plan go further in committing the Niagara Region to a target of completing the bicycling network over a 15 year period.

This priority network serves as a 10 year capital infrastructure spending guide needed to complete the priority network of cycling routes across Niagara. Unless this is identified in the Official Plan there is no Council commitment to help achieve this target. Unlike the Official Plan approved under the *Planning Act*, the TMP is a weaker guidance document that may be changed without formal public consultation.

We strongly believe that it is important for the Regional Official Plan to set clear implementation targets for the near term and longer term completion of the Strategic Bicycling Network identified on Schedule E2. Performance monitoring is an important Regional Planning function and assists in measuring policy implementation and effectiveness. Within the Strategic Bicycle Network, the TMP clearly prioritizes and identifies what should be constructed first over a 10 year period i.e. the “Potential Infill Corridors”. This should be highlighted on Schedule E and the 10 year implementation target should be stated in policy.

Therefore, it is **recommended**:

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

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

3. *Financial Incentives to Local Municipalities to Help Build a Regional Network – Policy 9.D.4.

Proposed Policy 9.D.4 continues to be quite troubling as it appears to abandon Regional Council's leadership role and longstanding financial commitment, through incentives, to complete the Regional Bicycling Network on roads or trails where local or other non-Regional roads are involved. Through current approved policies in the Regional Official Plan, Niagara has been considered a leader in the Province in incentivizing Regional AT development. At least two other Regions and Counties (York and Essex) in the Province have followed Niagara's lead by providing financial support (Essex \$3.5m annually, York Region \$500,000 annually) to local municipalities that assist in developing Regional networks. Local municipalities, however, are still expected to identify, develop and build a finer grid of bicycling routes that connect and serve local neighbourhoods, downtowns, employment areas, commercial development, etc. These local networks should dovetail with the broader Regional network that connects to its partner municipalities and adjacent regions.

The notion of providing modest financial incentives to local municipalities is an important "principle" that we believe still belongs in the Regional Official Plan. On the other hand, the annual "amount and timing" of incentive funding available, including criteria for its distribution, should be set out in the Transportation Master Plan. Moral "support" alone by the Region as set out in the proposed new policy certainly is not nearly as effective as financial "incentives and support". This plays out with other financial incentives programs that the Region has for waterfront enhancement, brownfield redevelopment, downtown revitalization, etc.

Therefore, it is **recommended**:

a.) That Policy 9.D.4 be modified as follows:

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

4. *Active Transportation Infrastructure Across Provincial Highways- Policy- 9.D.8

The proposed policy indicates that the Niagara Region will work with MTO and other stakeholders to encourage the provision of active transportation infrastructure across Provincial Highways. Ontario's recently released new Cycling Strategy as set out in MTO's latest policy document "CycleON Action Plan 2.0" commits the Province to start including cycling infrastructure in provincial highway construction projects using the province-wide

cycling network as a foundation. This commitment is evident in the recent decision to redesign St. David's Road to include long awaited new AT facilities over Highway 406.

Therefore, it is **recommended**:

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

5. Accommodation of Uses Within Regional Roads Rights-of-Way- Policies 9.F.2 and 9.F.8

Policy 9.F.2 makes provision for a wide variety of uses (e.g. public transit facilities) within Region Road allowances that are conveyed to it as a condition of approval of a development application. Policy 9.F.8 indicates that the Region will plan and protect rights-of-way for the Niagara Region's transportation system. We would argue that this transportation system and the list of uses also should include active transportation facilities that are envisioned as part of the Strategic Cycling Network identified on Schedule E. Also, the Niagara Parks Commission should be identified as another key transit partner given its WEGO transit service along the Parkway.

Therefore, it is **recommended**:

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

6. Incorporation of the Five E's – New Objective or Policy Proposal in 9.A General Objectives or 9.D. Active Transportation

Most current cycling manuals and active transportation plans incorporate the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation/Planning) to have a more meaningful approach to encourage more people to cycle and do so in a safe manner. These elements are also used by the Share the Road Cycling Coalition to help define Bicycle Friendly Communities in Ontario. They are mentioned as recommended actions in the

Regional TMP, Section 6.1 on Active Living, and are also included in the current approved Official Plan policies.

We believe that the Regional Official Plan is a document that can set direction on community values and related programs, not just on land use matters. Therefore, as part of its scope, it may express factors such as those embedded in the Five E's. Expressions and support by Regional staff for many broad community values already are contained within the first paragraph of the preamble, in Objective 9.A.4 and Objective 9.A.6 of the modified draft of the Official Plan Amendment, noted in bold as follows:

"9. Transportation: Moving People and Goods

...In order to appropriately accommodate forecasted growth, the Region must plan for and implement a **sustainable transportation system** that has the ability to withstand stresses associated to population growth..."

"Objective 9.A.4 Create and enhance interconnected *active transportation* systems and **programs."**

"Objective 9.A.6 Encourage the most **cost-effective** and **environmentally appropriate** modes of **sustainable transportation** to **reduce greenhouse gas emissions."**

The Region appears to be committed to improving **social equity**, protecting short- and long-term **economic competitiveness**, and **reducing greenhouse gas emissions** by advancing initiatives which enable comprehensive *active transportation* networks, interconnected public transit systems, and efficient goods movement networks.

It is therefore **recommended**:

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

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

7. ***Support for the Regional Active Transportation Sub-Committee (ATSC) – New Policy in Section 9.D**

Current Policy 9.F.1 in the Regional Official Plan formally recognizes the role and importance of the former RNBC (now ATSC) to support Regional standing committees and Council on all matters related to cycling. The TMP as recently approved by Council, recommends continued support for the new ATSC. Regional Planning staff, on the other hand, does not believe that the Official Plan should determine the role or function of Council's committees.

While we are confident that the Region still values public and agency input for its policy and program development/implementation, it would be helpful if such value were identified in the Plan without naming any particular committee, its specific role or function. The Amendment could simply provide support for a consultative process and input from the community through a forum for public and agency input.

Therefore, it is **recommended**:

a.) That the following new policy be included in Section 9.D:

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

8. ***Broad Support for Bicycle Tourism - New Objective in Section 9.A or new Policy in Section 9.D.**

Niagara is widely recognized as the premiere bicycle tourism destination in the Province. The Greater Niagara Circle Route is just one example of a major attraction for touring and local cyclists. Bicycle tourism has a major, positive economic impact in the Niagara community broadly and its importance has been showcased in various economic studies, including recent work produced by Brock University and Venture Niagara, the latter being a key lead in promoting bicycle tourism with Niagara Region's expertise and assistance. The growing presence and success of the Bike Train first provided by VIA and now Metrolinx is evidence of the importance of bicycle tourism. Also, six of Niagara's twelve local municipalities have received Bicycle Friendly Community designation status provincially while several other remaining municipalities are in the process of applying. This all helps to position Niagara favourably for attracting even more visitors that are cycling tourists.

In light of the above information, it is important that the Region continue encouraging and supporting bicycle tourism across the region. **The Regional Official Plan must speak to all of Niagara's tourist areas and assets.** While Chapter 2 in the Official Plan does provide objectives and policies in support of tourist travel and activities in some parts of Niagara,

they apply only on a limited area basis to the Twenty Valley/Jordan Harbour Tourism Area, Niagara Wine Country and related Wine Route, as well as the Greater Niagara Circle Route trail system. Also, the Bruce Trail, an important AT route across Niagara, is a walking trail on which cycling is strictly prohibited.

In conclusion, some of the broader tourism related elements in Section 9.F of the current approved Official Plan should be carried forward in the new Amendment. It is important to include a supportive statement for cycle tourism in general, which would be all inclusive of this important economic driver for the region.

Therefore, it is **recommended**:

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

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

9. Part III-Definitions - Bicycle Infrastructure

We believe that this definition is a very important one to include in the proposed policy set but requires more detail on a somewhat broader range of uses that make up bicycle infrastructure and support facilities for active transportation. There is little content change provided by Planning staff in the proposed new definition compared to the former draft definition.

Therefore, it is **recommended**:

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

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

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">• considering increased opportunities for moving people and goods by rail;• considering separation of modes within corridors; and• providing opportunities for inter-modal linkages.	<p>New Policies 9.F.10 and 9.F.12 have been added to the Amendment to address policies 3.2.5.1 a), c) and d) of the Provincial Growth Plan.</p> <p>New Policy 9.H.7, which directs the Region to consider the protection of abandoned rail corridors to optimize future goods movement activity, has been added to the Amendment to address policy 3.2.5.1 e) i. of the Provincial Growth Plan.</p> <p>New Policy 9.F.11, which directs the Region to consider the separation of modes within corridors, has been added to the Amendment to address policy 3.2.5.1 e) ii. of the Provincial Growth Plan.</p>

2	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	General	Recommended that “Region” have a capital “R”.	For consistency, the Amendment has been revised to state “Niagara Region” when referencing the corporation of the Regional Municipality of Niagara. The term has remained lower-case when referencing the region as a geographic entity.
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3	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	General	<p>Both the Growth Plan (Policies 5.2.3.3 and 5.2.3.6) and PPS (Policy 1.2.2), encourage planning authorities to coordinate planning matters with Indigenous communities. First Nations and Metis communities, whose interests may be impacted by planning decisions, should be engaged to ensure that they have adequate opportunity to participate fully in the process. The Ministry is interested in understanding any engagement efforts that the Region has undertaken on this proposed amendment. Should the Region adopt ROPA 13, it is requested that information respecting any municipal engagement process be provided to MMA, including any submissions.</p>	<p>The Amendment is based on the Niagara Region Transportation Master Plan (TMP), which was approved by Regional Council in 2017. As part of the preparation of the TMP, the Niagara Region had:</p> <ul style="list-style-type: none">• Notified ten (10) First Nations and Metis contacts of the initiation of the project as part of a letter, dated January 25, 2016, to the Ministry of the Environment and Climate Change.• Made a series of phone calls regarding aboriginal consultation to the aforementioned First Nations and Metis contacts between June 6, 2016 and July 20, 2016.• Held a consultation meeting with the Six Nations of the Grand River on January 18, 2017. <p>In addition, the draft policies for Regional Official Plan Amendment No. 13 were also circulated to First Nations and Metis representatives along with a separate response form to help expedite feedback on the proposal. To date, the Region has not received any submissions from First Nations or Metis representatives with regards to the Amendment.</p>
4	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	9. Transporta tion Moving People and Goods	<p>The new Growth Plan for the Greater Golden Horseshoe (Growth Plan) now projects growth to a 2041 planning horizon. [Recommended policy modification]:</p> <p>“The Provincial Growth Plan for the Greater Golden Horseshoe projects significant growth within the Niagara Region by the year to a 2041 planning horizon 2031...”</p>	<p>The preamble to “Chapter 9. Transportation Moving People and Goods” has been reworded as suggested.</p>

5	Lorelea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	9.A General Objectives	The Region should revise or re-profile its objectives to place a heavier emphasis on Growth Plan policy 3.2.2.2 b) by moving 9.A.1 after 9.A.7.	Staff believe that the current positioning of Objective 9.A.1 is appropriate, as it provides the broadest scope of direction when compared to the other Niagara Region transportation system objectives.
6	Loralea Tulloch Planner, Community Planning and Development (West)	Ministry of Municipal Affairs and Housing	Objective 9.A.1	<p>The Growth Plan places a higher priority on modes of transportation which reduce reliance on the automobile than it does on offering multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and service.</p> <p>Strategic growth areas is a newly defined term in the Growth Plan, 2017. The new term replaces the 2006 Growth Plan's "intensification areas" and "intensification corridors". We note that the Region is proposing to add the term Strategic Growth Area to their OP through this amendment and have provided a definition that conforms to the Growth Plan.</p> <p>"Promote and support all modes of safe transport for the movement of goods and people to jobs, housing, school, culture and recreational opportunities, especially in strategic growth areas intensification areas and areas designated for high-density development."</p>	Objective 9.A.1 has been reworded as suggested.
7	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Objective 9.A.2	<p>Rather than stating "all modes of transportation" it is recommended that the Region use their newly added term "multi-modal transportation system". Additionally, is it recommended that the Region identify "road, rail, marine and air" as examples because walking and cycling are also modes of transportation not listed. This also aligns with the definition of "multimodal" in the Growth Plan.</p> <p>"Support a connected multimodal transportation system network that allows the efficient movement of people and</p>	<p>Former Objective 9.A.2 has been removed from the Amendment due to its similarity to Objective 9.A.1.</p> <p>Please note that the definition for "multi-modal transportation system" has been removed from the proposed Amendment as the Niagara Region's current Official Plan already defines the terms "multi-modal" and "transportation system", respectively.</p>

				goods on all modes of transportation (such as road, rail, marine, and air).”	
8	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.B.3	<p>The Go Transit system is often referred to as the regional transit system.</p> <p>For clarity, it is recommend that [this policy] be revised as follows:</p> <p>“Policy 9.B.3 The Region will work with Metrolinx, the Province and other stakeholders to improve linkages between the Niagara Regional Transit Systems and GO Transit.”</p>	Policy 9.B.3 has been reworded as suggested.
9	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Section 9.C Public Transit	<p>The Growth Plan places first priority on public transit for transportation infrastructure planning and major transportation investments.</p> <p>It is recommended that the following policy be added as 9.C.1:</p> <p>“Policy 9.C.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments.”</p>	New Policy 9.C.1 has been added to the Amendment to indicate that transit planning and implementation will be a priority in Regional transportation planning. The remaining policies within this section have been renumbered.

10	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.1	<p>Recommend revising as follows:</p> <p>“b) Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;”</p> <p>“bc) Transit service(s) to areas that have achieved, or will be planned to achieve transit supportive residential, commercial, institutional and employment densities;”</p> <p>“ed) Improved linkages from nearby neighbourhoods to major trip generators, including: the St. Catharines urban growth centre, locally designated residential intensification strategic growth areas, employment areas, including tourist location and connection, and major transit station areas;”</p>	<p>Policy 9.C.2* has been reworded to generally reflect the recommended wording of this comment.</p> <p>Former Policy 9.C.1 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)*.</p> <p>*previously Policy 9.C.1</p>
11	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.5	<p>The Go Transit system is often referred to as the regional transit system.</p> <p>For clarity, it is recommend that [this policy] be revised as follows:</p> <p>“Policy 9.C.5 The Region will encourage transit service integration as part of the implementation of an inter-municipal regional transit system.”</p>	<p>Policy 9.C.6* has been reworded as suggested.</p> <p>*previously Policy 9.C.5</p>
12				<p>The Growth Plan directs municipalities to work with transit operators, the Province and Metrolinx, where applicable, to support transit service integration within and across municipal boundaries.</p> <p>Would recommend revising this policy as follows:</p>	<p>Policy 9.C.6* has been reworded as suggested.</p> <p>*previously Policy 9.C.5</p>

				<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, Policies 9.C.9* and 9.C.10** have removed the term GO Station Hub to make reference to higher order transit facilities and connections, the definition of which makes refers to heavy rail, light rail, and buses in dedicated rights-of-way.</p> <p>*previously Policy 9.C.7 **previously Policy 9.C.8</p>
14	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.C.11	<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>Policy 9.C.12* has been reworded to remove references to achieving minimum density targets for major transit station areas. No further changes to the policy are required.</p> <p>*previously Policy 9.C.11</p>
15				<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>Policy 9.C.12* has been reworded to include the criteria of policy 2.2.4.9 of the Growth Plan.</p> <p>Policy 9.C.2**, which addresses the expansion of public transit across the Niagara Region, largely addresses the criteria outlined in policy 2.2.4.8 of the Growth Plan.</p> <p>New Policy 9.D.6 has also been added to the Amendment to support transit-oriented development</p>

				<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: http://www.mto.gov.on.ca/english/engineering /management/ corridor/municipal-guideline/standards.shtml</p> <p>The Region and municipalities should consult MTO early in the planning stage when planning active transportation networks around provincial highways.</p> <p>Technical: It is recommended that “local” be added before “municipalities” in this policy to be consistent with how the Region refers to lower-tiers elsewhere.</p>	<p>Policy 9.D.1 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>Policy 9.D.8* 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>Policy 9.D.8* has been reworded as suggested.</p> <p>*previously Policy 9.D.7</p>
19	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.E.2 & Policy 9.E.4	<p>Policy 9.E.2 speaks to implementation of complete streets to be considered for Regional Roads meeting a specific list of requirements. Furthermore, policy 9.E.4 indicates that local official plans shall include policies related to the implementation of complete streets. It is unclear how these proposed policies meet policy 3.2.2.3 of the Growth Plan which states that “in the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated”. Consideration of complete streets should not be limited to those that satisfy the particular criteria listed in policy 9.E.2.</p> <p>It is recommended that ROPA 13 utilize an overarching complete streets approach to all roadway design, reconstruction, and refurbishment as per the Growth Plan. To support the Region’s objectives set out in Policy 9.E, the Region may find Chapter 2.2 on Creating Complete Streets of MTO’s Transit Supportive Guidelines helpful, which includes strategies for planning complete streets.</p> <p>Additionally, MMA staff recommend that the Region consider italicizing defined terms throughout its Official Plan for better clarity (i.e. complete streets).</p>	<p>Defined terms have been italicized throughout the Amendment.</p> <p>Policy 9.E.1 has been reworded to indicate that a complete streets approach will be adopted for the “design, refurbishment, or reconstruction” of the entirety of the Niagara Region’s road network.</p> <p>Former Policies 9.E.2 and 9.E.6 have been removed from the Amendment, and the policies in this section have been renumbered.</p> <p>Policy 9.E.3* has been reworded to conform to policy 3.2.2.3 of the Growth Plan.</p> <p>*previously Policy 9.E.4</p>

20	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.F.9	<p>This policy currently states that local municipalities shall develop official plan policies regarding planned corridors in consultation with and to the satisfaction of the Province. As the approval authority for lower-tier official plans, the Region should also be satisfied with these policies.</p> <p>The Region should consider clarifying that development applications will not preclude or predetermine outcomes of planned corridors but rather the decisions made on these applications may have that effect.</p> <p>It is also recommended that this policy be revised to align better with the PPS's planned corridor protection policy.</p> <p>It is recommended that this policy be revised as follows:</p> <p>"Local municipalities, in consultation with and to the satisfaction of the Region and the Province, shall develop Official Plan policies that provide protection for planned corridors protection to ensure that decisions on development applications will not predetermine or preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified planning and/or implementation of the above noted transportation facilities."</p>	Policy 9.F.9 has been reworded as suggested.
21	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.G.1	<p>Recommend revising this sentence to read more clearly. [Recommended policy modification]:</p> <p>"The Region will develop and implement by including in this Plan a comprehensive Transportation Demand Management (TDM) strategy to."</p>	Policy 9.G.1 has been reworded as suggested.
22	Loralea Tulloch	Ministry of Municipal	Policy 9.G.2	<p>To be consistent with the term "Transportation Demand Management <u>strategy</u>" used in 9.G.1.</p>	Policies 9.G.1 and 9.G.2 have been reworded to reflect the terminology used within the TMP, which refers to a " <u>Travel</u> Demand Management <u>Study</u> ".

	Planner, Community Planning and Development	Affairs and Housing		“Local municipalities shall develop and implement TDM policies to be incorporated into local official plans that are consistent with the future TDM Study strategy.”	
23	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Section 9.H Goods Movement	Recommend adding in a policy related to accommodating agricultural vehicles and equipment. “9.H.8 The Region will work with municipalities, agencies and transportation service providers to develop transportation systems which accommodate agricultural vehicles and equipment, as appropriate.”	New Policy 9.H.5 has been added to the Amendment to address this comment.
24	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.1	To ensure consistency with language used elsewhere in the Region's OP, it is recommended that the “Niagara Gateway Economic Zone” and “Niagara Gateway Economic Centre” be revised accordingly. “...The Region's goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Gateway Economic Zone and Niagara Gateway Economic Centre.” Or “...The Region's goods movement network will also take advantage of cross-border trade and the Foreign Free Trade Zone, and maximize the use of the Niagara Economic Gateway Zone and Niagara Economic Centre ”	Policy 9.H.1 has been reworded as suggested.
25	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.3	Recommend revising to clarify that these routes are to be identified specifically for goods movement. The wording in this policy implies that prime employment areas are separate from employment areas which is not the case. Prime employment areas are a subset of employment areas. Additionally, since the Region does not yet have lands	Former Policy 9.H.3 has been removed from the Amendment due to its similarity to Policy 9.H.1 .

				<p>designated as prime employment areas, we recommend only indicating employment areas in this policy.</p> <p>“The Region, in partnership with local municipalities, will identify priority and alternative routes for goods movement into and out of from prime employment and employment areas and other areas of significant commercial activity connecting to the provincial network.”</p>	
26	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Policy 9.H.7	<p>Suggest revising to emphasize support for integration of multi-modal goods movement with freight supportive land uses to better align with the Growth Plan.</p> <p>Recommend removing “and people” as this section pertains to Goods Movement.</p> <p>Technical Comment: Remove the quotation mark at the end of the sentence.</p> <p>“The Region will support the development and integration of multi-modal transportation systems and freight supportive land uses to facilitate the movement of goods and people, while ensuring compatibility with adjacent land uses and access to these facilities.”</p>	<p>Policy 9.H.4* has been reworded.</p> <p>*previously Policy 9.H.7</p>
27	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Schedule E1	<p>Schedule E1 shows three GO Transit stations identified as “major transit stations” and one station identified as “proposed major transit station.”</p> <p>To provide more clarity, please consider:</p> <ul style="list-style-type: none">• keeping the label ‘major transit stations’ for the two existing stations (St. Catharines and Niagara Falls)• identifying the planned Grimsby GO station as such to show that it is planned and not existing at this time	<p>Schedule E1 has been revised as suggested.</p>

				<ul style="list-style-type: none">Identifying that the “proposed major transit station” (Beamsville station area in Lincoln) as a future recommended station which is not yet committed or funded	
				<p>All Niagara Region provincial highways should be shown on Schedule E.</p> <p>Revise Schedule E1 to show:</p> <ul style="list-style-type: none">Highway 58 extended easterly to Thorold Townline RoadHighway 20 at the south end of Highway 58	<p>Schedule E1 has been revised as suggested.</p>
28	Loralea Tulloch Planner, Community Planning and Development	Ministry of Municipal Affairs and Housing	Chapter 15 Definitions	<p>It is recommended that this policy be revised to better align with the Growth Plan.</p> <p>“Active Transportation means any form of self-propelled transportation that relies on the use of human energy such as walking, cycling, inline skating, jogging, or travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.”</p>	<p>The definition for “active transportation” has been reworded as suggested.</p>

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
29	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	Part 2.12 of the NEP contains the revised policies relating to Infrastructure. The objective of this development criterion is "to design and locate infrastructure so that the least possible impact occurs on the Escarpment environment and to encourage green infrastructure and low impact development, where appropriate". ROPA 13 generally supports this objective by encouraging environmentally appropriate modes of sustainable transportation. The proposed policy should be enhanced by also acknowledging that there are locations where transportation infrastructure is discouraged such as in parks, open spaces, the Bruce Trail, prime agricultural areas and Escarpment Natural Areas in order to avoid conflict with NEP policy including Part 2.6.2 e) and Part 2.7.2 e) relating to infrastructure in key hydrologic features and key natural heritage features.	<p>New Policy 9.F.12 has been added to the Amendment to address transportation infrastructure improvements within the agricultural and natural heritage system.</p> <p>New Policy 9.B.6 has been added to the Amendment to address transportation infrastructure improvements within the Niagara Escarpment Plan boundaries.</p>
30	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	Although the Bruce Trail is identified on Schedule F of the Official Plan, there is no specific reference to it in the Active Transportation policies in ROPA 13. We note that there are trail policies in Chapter 2 of the Official Plan but there is no specific reference to the Bruce Trail. "Policy 2.B.2.15 only references "other trails". The NEP supports the establishment of a permanent route for the Bruce Trail and as a footpath, it contributes to active transportation opportunities. Policies to identify and support the Bruce Trail should be considered for incorporation into ROPA 13.	New Policy 9.D.9 has been added the Amendment to support the development of the Bruce Trail.

31	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	<p>Reference to the environmental assessment process is found in the existing transportation policies (e.g. Policy 9.B.3 and 9.C.23) and reference the need for a Development Permit from the NEC, as noted above. These policies are not found in ROPA 13.</p> <p>Although Chapter 14 of the Official Plan refers to the possible need for an EA in Policy 14.F.3 for municipal infrastructure projects, there is no indication of the role of other agencies, such as the NEC in that process. We would like to better understand the process that the Region would follow in determining the impact of transportation infrastructure on the Niagara Escarpment. Reference to the role of the NEC is only found in Policy 2.8.2.12 b) relating to recreation and tourism. We would like the Region to identify in ROPA 13 that there is a role for the NEC in the EA process for infrastructure, that development permits may be required and that, in the event of a conflict, the policies of the NEP prevail over Regional Official Plan policy, pursuant to Section 14 of the Niagara Escarpment Planning and Development Act and consistent with Part III of the PPS with respect to the precedence of the NEP over the PPS and the need for municipal planning decision to not conflict with provincial policy.</p>	<p>Transportation infrastructure improvements will be subject to the requirements of the Environmental Assessment Act and its regulations. The Act will outline the required consultation process for each public works project. If such improvements are located within the Niagara Escarpment Plan boundaries, they will also be subject to the policies of the Niagara Escarpment Plan, whose policies and mapping determine when and where development permits will be required.</p> <p>Staff note that the Region is currently in the process of drafting a new Official Plan. The new Official Plan will contain sections which outline where the policies of the Niagara Escarpment Plan take precedence during instances of conflict with the policies of the Regional Official Plan. In the interim, this matter is already provided for within the Provincial Policy Statement.</p> <p>No changes to the Amendment are required at this time.</p>
32	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	General	<p>There are new policies in the NEP with respect to Scenic Resources and Landform Conservation (Part 2.13). Policy 9.C.5 of the existing Regional Official Plan supports consideration of the impact of road improvements and reconstruction "on the existing landscape". This policy is not contained in ROPA 13 and NEC staff is concerned that the importance of protecting the Scenic Resources and Escarpment Related Landforms of the Niagara</p>	<p>New Policy 9.B.6 has been added to the Amendment to address the impact of transportation infrastructure on the scenic resources of the Niagara Escarpment.</p>

				Escarpment is not encouraged in the proposed Official Plan amendment.	
33	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	Policy 9.D.6	There is a reference in Policy 9.D.6 supporting off-road trails. It is important to indicate in the proposed policy whether these off-road trails would be pedestrian only or if recreational vehicles would be considered. The Bruce Trail is a pedestrian footpath only and the policies of the NEP do not permit intensive trail activities in Escarpment Natural and Escarpment Protection Areas. Only non-motorized trail activities are permitted in these designations.	New Policy 9.D.9 has been added to the Amendment to specify that off-road trails in the Niagara Escarpment Planning Area are subject to the policies of the Niagara Escarpment Plan.
34	Nancy Mott Senior Strategic Advisor	Niagara Escarpment Commission	Policy 9.F.4	Proposed policy 9.F.4 states that the Region may acquire additional land for road allowances without an amendment to the Official Plan. Policy 9.C.16 in the existing Official Plan states that an amendment would be required and took into consideration "applicable federal and provincial acts and regulations". If there is no Official Plan amendment, how would the NEC be consulted with respect to road widenings?	The Region would only acquire additional lands that exceed the road allowance widths identified in Table 9-1 by recommendation of a Municipal Class Environmental Assessment, upon which the Niagara Escarpment Commission would be able to provide input. No change to the Amendment is required.

	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
35	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9 Transportation: Moving People and Goods	<p>Please add:</p> <p><i>The Region recognizes that The Niagara Parks Commission's transportation system provides a unique multi-modal, tourist oriented function in the Niagara Region. In order to preserve and enhance the tourist oriented function as well as the scenic and natural amenities associated with The Niagara Parks Commission transportation system, access to the Niagara River Parkway is controlled, speed limits may be more restrictive than usual and commercial traffic is restricted.</i></p>	The preamble to "Chapter 9 Transportation: Moving People and Goods" has been reworded to generally address this comment. Specifically, the preamble now states that the Region will remain dedicated to working with its local area municipal partners, agencies, and other public entities on cross-jurisdictional transportation-related matters.
36	Ellen Savoia Senior Planner	Niagara Parks Commission	Policy 9.B.2	<p>Please add to Policy 9.B.2:</p> <p><i>The roads of The Niagara Parks Commission</i></p>	New sub-bullet 'g)' has been added to Policy 9.B.2 .
37	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9.B Coordinated Transportation System Planning	<p>To support coordination of land use planning that may impact the Niagara River Parkway and strategic infrastructure investments by NPC, the Region and area municipalities, please add the following:</p> <p><i>Policy 9.B.6: The Region will work with The Niagara Parks Commission to improve linkages between the regional transportation system and NPC's transportation system.</i></p>	New Policy 9.B.7 has been added to the Amendment to address the co-ordination of the Niagara Region and Niagara Parks Commission transportation systems.

38	Ellen Savoia Senior Planner	Niagara Parks Commission	Section 9.D. Active Transporta tion	<p>NPC requests the following be added:</p> <p><i>Policy 9.D.8: The Region will encourage The Niagara Parks Commission to develop active transportation infrastructure and supporting policies in alignment with the Strategic Cycling Network.</i></p>	<p>New Policy 9.B.7 has been added to the Amendment to direct the Region and the Niagara Parks Commission to co-ordinate on improvements to their respective transportation systems, which includes improvements to active transportation linkages.</p> <p>Although the Region supports the Niagara Parks Commission in developing policies that are in alignment with the Niagara Region's Strategic Cycling Network, staff do not believe that this policy is required as part of the Niagara Region Official Plan. No change to this Amendment is required.</p>
39	Ellen Savoia Senior Planner	Niagara Parks Commission	Schedule E1	Transportation Infrastructure does not identify the Niagara River Parkway as a road in the Region. Niagara River Parkway should be at minimum identified as a Niagara Parks Commission road.	<p>Schedule E1 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>Schedule E2 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>Policy 9.D.7* has been reworded to generally address this comment. Specifically, to require early pre-consultation with relevant stakeholders, including TransCanada Pipelines or its designated representative, in the acquisition of abandoned rail and other linear corridors.</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 Policy 9.F.13 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 Policies 9.F.10 and 9.F.12 have been added to the Amendment to address the infrastructure corridors policies of the Growth Plan.</p> <p>The development and planning of specific transportation corridors and their associated infrastructure are identified in Policy 9.B.2, and will be accomplished through the direction of the Region's Transportation Master Plan (TMP).</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
44	John Barnsley, Manager, Policy Planning	City of Niagara Falls		The Region's Transportation Master Plan includes a 2041 Road network Plan and a Phasing Plan which should be part of the amendment. These plans provide the future conceptual network and how it is to be implemented.	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add these plans to the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
45	John Barnsley, Manager, Policy Planning	City of Niagara Falls		There should be policies that speak to road connections between the southern municipalities and the pending South Niagara Hospital Niagara Falls.	Any improvements or expansions to the street network in this area will be identified and implemented through the TMP's Road Network Action Plan and Recommended Road Capital Investments. No change to the Amendment is required.

46	John Barnsley, Manager, Policy Planning	City of Niagara Falls	9.E. Complete Streets	<p>The policies should provide flexibility to the lower tier with respect to implementation in order to allow for specific conditions and circumstances.</p> <p>The policies should recognize that there will be situations where not all of the elements of complete streets can be implemented. Flexibility should be provided in the policies.</p>	<p>Policy 3.2.2.3 of the Growth Plan requires municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. To conform to the Growth Plan, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p><small>*previously Policy 9.E.4</small> <small>**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, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p>The remaining policies identified in this comment are either similarly intended to conform to the requirements of the Growth Plan or have been included within the Amendment to ensure municipalities are undertaking consistent, best practices throughout the Niagara Region. No further changes to these policies are required.</p> <p><small>*previously Policy 9.E.4</small> <small>**previously Policy 9.E.5</small></p>

50	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Objective 9.A.5	Active transportation encompasses more than walking and cycling. Consideration should be given to using walking and cycling and use of public transit as examples.	Objective 9.A.4* has been reworded. *previously Objective 9.A.5
51	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.2 a)	Consideration should be given rewording this Policy to read: "Queen Elizabeth Way (QEW) widening from the eastern most boundary of the Region."	The corridors identified in the policy were specifically referenced in the Region's Transportation Master Plan (TMP). The requested change in wording would include road networks not currently envisioned in the TMP. No change to this policy is required.
52	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.2. b)	Not all examples provided are interchanges on Highway 406.	Policy 9.B.2 b) has been reworded to clarify the intent of the policy.
53	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.B.4	Reference to Provincial Freeway network should be changed to Provincial Highway network.	Policy 9.B.4 has been reworded as suggested.
54	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.C.1 c)	As an urban growth centre is defined on page 10 of the proposed Amendment it is not necessary to specify the City of St. Catharines in this Policy.	In order ensure consistency between the Niagara Region's Official Plan and its various supporting documents, the reference to the City will be retained. For these same reasons, Policy 9.C.2 c) has been reworded to state "Downtown St. Catharines Urban Growth Centre".

55	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.D.6	Second sentence in Policy should read: 'The Region encourages local municipalities to consider various means to protect and/or acquire such corridors.'	The word “recommend” more strongly reflects the intent of Policy 9.D.7* . No change to the policy is required. *previously Policy 9.D.6
56	Erik Nickel City Engineer/Acting General Manager of Infrastructure and Development Services	City of Welland	Policy 9.H.1	Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.	Policy 9.H.1 has been reworded.

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
57	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	General	Although this is a Regional Official Plan, there are a number of policies throughout the body of the Plan (e.g. 9.C.11, 9.O.1, 9.E.4, 9.E.5, 9.E.6, 9.E. 7, 9.F.9, 9.G.2, 9.H.2) that obligate local municipalities by using wording such as "local municipalities shall". Wording which obligates local municipalities should be reviewed and used only when absolutely necessary. It is noted the Growth Plan 2017 policies do not use the word "shall".	<p>Policy 3.2.2.3 of the Growth Plan requires municipalities to adopt a complete streets approach for the design, refurbishment, or reconstruction of a municipality's existing or planned street network. To conform to the Growth Plan, Policies 9.E.1 and 9.E.3* have been reworded to ensure that complete streets elements are considered as part of roadway improvements. The implementation of these elements will be determined through an evaluation of alternatives as directed by the Municipal Class Environmental Assessment process.</p> <p>Policy 9.E.4**, therefore, provides municipalities the flexibility of either creating their own complete streets guidelines or utilizing the Niagara Region's Complete Streets Design Guidelines as part of the required "complete streets approach".</p> <p>Relatedly, former Policies 9.E.2 and 9.E.6 have been removed from the Amendment to ensure conformity with the Growth Plan.</p> <p>The remaining policies identified in this comment are either similarly intended to conform to the requirements of the Growth Plan or have been included within the Amendment to ensure municipalities are undertaking consistent, best practices throughout the Niagara Region. No further changes to these policies are required.</p> <p><small>*previously Policy 9.E.4 **previously Policy 9.E.5</small></p>

58	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Objective 9.A.5	Active transportation encompasses more than walking and cycling. Consideration should be given to using examples; perhaps a more generic statement can be made that doesn't specify certain types of active transportation and is more consistent with the Active Transportation definition.	Objective 9.A.4* has been reworded. *previously Objective 9.A.5
59	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.B.2	An additional subsection "g" should be included that steps outside of only those provincial identified corridors, to name <i>"any other corridor that may have the capacity to serve in a transportation function complimentary to provincial and regional transportation systems planning, such as those identified in PPS 2014 section 1.6.8.4 and section 9.0.6 herein."</i> Examples of <i>"other corridors"</i> in this context would include rail and hydro corridors that if decommissioned, hold great potential for transportation alternatives.	The corridors identified in the policy were specifically referenced in the Transportation Master Plan (TMP). The requested change in wording may include road networks not currently envisioned in the TMP. No change to this policy is required. Policy 9.D.7* addresses the protection and potential reuse of abandoned rail and hydro corridors for active transportation, and new Policy 9.H.7 has been added the Amendment to provide for the protection of abandoned rail corridors for future freight activity. *previously Policy 9.D.6
60	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.B.3	For inclusiveness, the Town is suggesting the wording include reference to local municipalities with the following modification, <i>"The Region, in consultation with local municipalities, will work with Metrolinx, the Province and other stakeholders ..."</i>	Policy 9.B.3 has been reworded as suggested.
61	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.C.1 b)	Currently, a number of transit agencies provide links or community bus service to areas that do not or will never achieve a density to support service provision. The support of such areas cannot be ignored, and should be addressed in this policy to ensure connection and public equity.	Former Policy 9.C.2 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)* . Policy 9.C.2 a)* has been reworded to clarify strategic growth areas will be <i>prioritized</i> for transit service. *previously Policy 9.C.1 a)
62	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.C.3	Elevate the demand-responsive transit service by replacing the word "encourage" with "supports". This in relation to such communities as Stevensville, for example.	No change to the policy is required.

63	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.2	The reference to both the Strategic Cycling Network and Niagara Bikeways Master Plan is confusing. Which plan is being implemented? What is the difference between the two Plans? Should there be an additional schedule showing the Niagara Bikeways Master Plan area?	The Strategic Cycling Network is identified within the TMP and identifies gaps and underserved areas within the Niagara Bikeways Master Plan that should be developed within a shorter-term horizon. Both of these networks are outlined within Schedule E2 of the Amendment. For clarification, Schedule E2 has been retitled to the “Niagara Bikeways Master Plan” rather than the “Strategic Cycling Network”.
64	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.6	Second sentence in Policy should read: "The Region supports local municipalities in their efforts to protect and/or acquire such corridors." This topic goes back to the <i>PPS 2014 section 1.6.8.4</i> referenced earlier and it would be appropriate for the Region to state "support" as a means of elevating significance. It is shown on the Region's schedules and therefore is interpreted as supportive.	The term “support” may imply a level of financial commitment the Region is not able to make at this time. No change to the policy is required.
65	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.D.7	The word "over" in the policy should be more generic as not all crossings are "over" the highway. A suggestion for wording being more generic could be, " <i>...the provision of safe active transportation crossings of 400 series highways.</i> "	Policy 9.D.8* has been reworded. *previously Policy 9.D.7
66	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Policy 9.H.1	Reference to Niagara Economic Zone and Niagara Economic Centre should be changed to Niagara Gateway Economic Zone and Centre.	Policy 9.H.1 has been reworded.
67	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Schedule E1	There are policies related to the Niagara Greater Toronto Area East Corridor (NGTA) within the amendment. This proposed corridor should be illustrated on Schedule E1, as the Ministry of Municipal Affairs requires just about all Planning Act applications located within or adjacent to be circulated to the Ministry for their review.	The South Niagara East-West Arterial Road/Niagara Greater Toronto Area (NGTA) East Corridor is identified in Policy 9.B.2 , and a conceptual outline of the corridor is identified in “Map 6: 2041 Road Network” of the TMP.

					<p>As outlined in the TMP, the exact boundaries of the NGTA East Corridor must be determined through a Phase 2 Environmental Assessment. To add mapping to the Amendment that delineates this corridor prior to the completion of this study may inadvertently date the document and reduce the effectiveness of its policies and mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>
68	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Schedule E2	<p>The Region continues to identify the Stevensville to Bridgeburg Corridor as part of their strategic bike network (Schedule E2), while the Town is greatly supportive of this initiative, have CP or CRX been consulted about this being identified for cycling/trail purposes? If not this is something the Region may want to consider.</p>	<p>Although CP was invited to stakeholder meetings as part of the development of the TMP, Regional staff has not met with CP or CRX regarding future implementation of the biketrail.</p>
69	Richard F. Brady Director of Community and Development Services	Town of Fort Erie	Section 15 Definitions	<p>"Active Transportation"- The Town has some concern with the definition, specifically the wording "other powered devices" currently proposed in the Region's amendment. While similar, there is subtle difference as it relates to "other mobility devices".</p> <p>The Growth Plan (2017) defines active transportation as: "Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed." (PPS, 2014) (Emphasis added)</p> <p>Town Staff would be more supportive of using this type of language (PPS 2014), as it appears to link speed of "other mobility devices" to that of motorized wheelchairs.</p>	<p>The definition for "active transportation" has been reworded as suggested.</p>

				Common concerns over e-bikes, golf carts, snowmobiles and "other mobility devices" that are not truly AT or accessibility related, are exploiting the AT infrastructure networks and pose a higher degree of risk to intended AT users.	
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	Name/Title	Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
70	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.A General Objectives	Section 9.A General Objectives should include direct reference to accessibility and age-friendly. Staff recognize that these items have been addressed indirectly in the definition of “complete streets”, however would like to see these items included in the objectives also. Further, staff suggest the need to provide accessible and age-friendly features be included in Policy 9.E.2 as a criteria for consideration of a complete street.	Objectives 9.A.1 and 9.A.2* has been reworded to include people “of all ages and abilities”. Former Policy 9.E.2 has been removed to conform to the Provincial Growth Plan. *previously Objective 9.A.3
71	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.C Public Transit	The Region must provide services that are currently being offered in small rural municipalities and recognize that it may not be as economically feasible as for larger municipalities. Transit must support all employment areas (i.e. Fenwick, Fonthill, Ridgeville, etc.) in small municipalities	Former Policy 9.C.1 b) has been removed from the Amendment due to its similarity to Policy 9.C.2 a)* . Policy 9.C.2 a)* has been reworded to clarify strategic growth areas will be <i>prioritized</i> for transit service. *previously Policy 9.C.1 a)
72	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.C.3	Staff has particular concern with Policy 9.C.3 which indicates that the Region will encourage the provision of demand-responsive transit service, where operationally and economically feasible, in local municipalities to serve low-density areas. Public transit must be available to all, including seniors and families living in rural communities that may not require accessible transit. There are a growing number of healthy seniors staying in their rural homes longer as they cannot afford to move elsewhere. Public transit is a major part of quality of life for all residents.	Understanding that prioritization for transit service will occur in areas that are most able to sustain it, demand-responsive transit allows for alternative service delivery in areas with very low demand for public transportation. The intent of this policy is to encourage the Region and its local municipalities to explore means of utilizing emerging and existing technology to decrease the cost of providing demand-response transit service and increase convenience to travelers. No change to this policy is required.
73	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Section 9.D Active 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">• Language has been added to Objectives 9.A.1 and 9.A.2* to refer to people “of all ages and abilities” to establish that the design, refurbishment and construction of the Region’s street network should consider the needs of all users;• New Policy 9.D.9 has been added to the Amendment to address active transportation infrastructure and trails within the Niagara Escarpment Plan boundary and within the Niagara Parks Commission’s right-of-ways; and <p>Further, it is expected that through the development of a Travel Demand Management (TDM) Study, the Region will be given further direction to address the needs of active transportation users. New Policy 9.D.10 links the development of the TDM Study and the implementation of active transportation-friendly infrastructure and facilities.</p> <p><small>*previously Objective 9.A.3</small></p>

75	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.E7	Policy 9.E.7 indicates that the Region will work with local municipalities to implement complete street elements, such as multi-use paths, street lighting and missing sidewalk links along Regional roads. Staff suggest that this policy be clarified as to who will be funding these elements on Regional roads.	Former Policy 9.E.7 has been removed from the Amendment. No change to the Amendment is required. Please note that the Operating Policies Review Technical Paper, which was prepared as part of the development of the Niagara Region's Transportation Master Plan (TMP) outlines specific capital costs the Region may contribute towards complete street elements along Regional Roads within Downtown and/or Business Improvement Areas.
76	Shannon Larocque Senior Planner, Community Planning and Development	Town of Pelham	Policy 9.E.8	Policy 9.E.8 indicates that elements of complete streets that fall under local jurisdiction shall be maintained by the local municipality. Staff request clarification of what is meant for "those elements that fall under local jurisdiction" and have concerns about the additional cost burden this may cause for local municipalities. This concern was similarly expressed in the September Committee Report regarding the TMP.	It is the current practice for the Region to maintain transportation infrastructure between the curbs of Regional Roads. The Region is also responsible for the design, installation, and maintenance of lighting along Regional Roads. Infrastructure or other complete streets elements located outside of the "curb-to-curb" right-of way are expected to be maintained by the local municipality or by another designated public or private body.
77	Shannon Larocque Senior Planner of Community Planning and Development	Town of Pelham	Schedule E1	Staff note that Schedule E1 Transportation Infrastructure shows the portion of the Steve Bauer Trail between Murdoch Street and Church Street as Railway (Inactive). Some of this portion of the former railway has already been converted into a recreational trail and the remainder is anticipated in the future.	Schedule E1 has been revised to address this comment.

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
78	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Township of West Lincoln requests commitment from the Region on the following matters within the Transportation Master Plan which relate to West Lincoln, as well as the proposed timeframes for these projects, which are outlined in the implementation section of the TMP, to be included in ROPA 13:</p> <p>That within the 2018-2019 time period the Region will finalize The Niagara Trade Corridor Sub-Committee (Regional/Provincial/Federal) as defined, as a committee which will be responsible to the Niagara Transportation Steering Committee and be comprised of Regional councillors, Municipal Councillors, Public Works Staff, and Planning Staff to ensure that the long term transportation infrastructure requirements such as the Niagara-Hamilton Trade Corridor and Niagara Escarpment Crossings are strongly advocated at both the Provincial and technical levels for approval, funding and implementation.</p>	<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">1. Download Mountain Road (Grimsby) and Mountain Street (Lincoln) from regional to municipal jurisdiction so that provisions can be made to reduce truck traffic in the built up areas along these roadways.2. Extend Bartlett Avenue (Grimsby) from Main Street East to Mud Street East. The extension alignment must include significant improvements to the Park Road corridor. <p>The Projected Transportation improvements for Niagara Escarpment Crossing within the Niagara Region should include more details regarding implementation of the project as well as a projected date to be finished within the Regional Official Plan Amendment 13. The Niagara Escarpment Crossings Project is within the Regions Road Action plan which is expected to be completed in the short term phase outlined in the Transportation Master Plan, which has a timeline set by the Region of 2017-2021. More details regarding the Niagara Escarpment Crossings should be defined and incorporated in the Regional Official Plan Amendment.</p>	<p>The undertaking of an Environmental Assessment for the Niagara Escarpment Crossing is identified within the 2041 Road Network Action Plan of the Region's Transportation Master Plan (TMP). The TMP will be reviewed every five (5) years, resulting in potential changes to the phasing of the action plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Niagara Escarpment Crossing.</p>
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80	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>“How We Go” states that the Niagara Region, in conjunction with The Ministry of Transportation, and City of Hamilton shall undertake a role and function study that defines future role and corridor (trade corridor, international/inter-regional travel corridor), opportunities (road improvements including the Smithville By-pass) and implementation strategies (jurisdiction, costs, timing). The Niagara Region has a timeframe of 2018-2019 for the Regional Road 20/Highway 20 role and Function study. The Region has a deadline for this project to be completed within the short term timeframe, which will be completed between 2017-2021. More details regarding Regional Road 20/Highway 20 role and function study are requested to be incorporated into ROPA 13.</p>	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Role and Function Study.</p>
81	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Regions action plan states that the Region would like to Advocate and work with the Ministry of Transportation for capacity improvements to accommodate inter-regional and international travel demand, which includes building a new Niagara-Hamilton Trade Corridor. The Niagara Hamilton Trade Corridor which connects Niagara Region from Fort Erie to Hamilton in the vicinity of the Hamilton Airport/Highway 403, would address the more immediate demands of moving goods in and through Niagara in the absence of the full NGTA corridor. The TMP Action Plan has set out to have these works completed within the medium/ long term timeframes. (between 2022-2041) The Region should incorporate more details of this project including associated timelines within the Regional Official Plan Amendment 13.</p>	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP. No further changes to the Amendment are required.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the direction and status of the Niagara-Hamilton Trade Corridor.</p>

82	Madyson Yule, Planner II, Planning and Building	Township of West Lincoln	General	<p>The Smithville by-pass was identified as one of the 5 sub-areas identified in the Regional Transportation Master Plan. These subareas were identified based on their current and anticipated future traffic demands and history of traffic operations or safety concerns.</p> <p>Since it has not yet been established how the Smithville bypass is to be configured, this subarea analysis was put on hold. Although the subarea analysis was not conducted for the Smithville Bypass, consideration of the bypass has identified that several transportation initiatives that may be interconnected and as such should be addressed. Based on these considerations, the following is recommended:</p> <ul style="list-style-type: none">• That the Region and the Township of West Lincoln establish the preferred routing for the Smithville Bypass, either on the north side or south side of downtown Smithville, and conduct the subarea analysis to establish local traffic impacts and identify required infrastructure and operational improvements;• That the Region continue working with Hamilton, Halton, Peel and Waterloo Regions to advocate for a Niagara-GTA corridor as an alternate route to the QEW, connecting Fort Erie to the GTA through south Niagara (previously known as the Mid-Peninsula highway); and• That the Region undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred	<p>The TMP will be reviewed every five (5) years, resulting in potential changes to the 2041 Road Network Action Plan. To add specific timeframes within the Amendment may inadvertently date the document and reduce the effectiveness of its policies and/or mapping.</p> <p>New Policy 9.F.14 has been added to the Amendment which makes reference to the recommended actions and schedules of the TMP.</p> <p>Township staff are encouraged to contact the Niagara Region Public Works Department to discuss the status and direction of the Smithville By-pass.</p>
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				<p>alignment and preliminary design for the Bartlett Avenue Extension.</p> <p>Township staff feels that the Smithville By-pass as part of sub-area 5 within the 10 year road capital improvement program should be better described with reference to the new 25 year horizon timelines and how it is going to be implemented in [ROPA 13].</p>	
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Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
83	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	General	It is understood that this proposed amendment is proceeding prior to the Region preparing a new Official Plan. Is it intended that the local municipalities will need to amend their Official Plans following the Province's approval of ROPA 13 or is the Region considering allowing local conformity after the new Regional Official Plan is approved? The City would prefer that flexibility be provided in terms of local implementation to allow for staff and financial budgeting to prepare to undertake the work.	According to Section 27 (2) of the Planning Act, local municipalities would be expected to update their local official plans and zoning by-laws within one year of the approval of the Amendment. Given that this Amendment is being brought forward for approval prior to the remaining comprehensive review of the Official Plan, however, local municipalities will generally be given the flexibility with regards to the timing of these amendments.
84	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	General	The City encourages the Region to consider funding opportunities to assist municipalities with the cost of preparing an Official Plan amendment to conform to ROPA 13. As suggested above, flexibility for implementation would be appreciated.	The Region is not currently in a position to offer financial support for the implementation of local Official Plan Amendments. Support in terms of staff resources (i.e. "model policies", staff meetings or discussions, policy review) may be possible. Being mindful of workloads, staff encourage local area municipal planners to connect with the Region's Planning and Development Services Department once capacity has been allotted towards undertaking a ROPA 13 conformity exercise.
85	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.F.7	Policy 9.F.7 mentions the Region's Model Urban Design Guidelines as a tool for providing comments on development applications along Regional Roads. Given that the guidelines were adopted in 2005 and there has been a significant amount of provincial policy changes as well as new best practices, does the Region intend to update this document?	At this time, it is anticipated that an update to the Region's Model Urban Design Guidelines will align with the approval of the new Regional Official Plan. It is anticipated that Policy 9.F.7 will be revised to reflect any changes or updates to Regional guidelines or policies prior to the approval of the new Regional Official Plan.
86	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.F.9	Policy 9.F.9 notes that local municipalities shall develop Official Plan policies to provide corridor protection to not predetermine or preclude the planning of the 'above noted' transportation facilities. Please confirm what the	Policy 9.F.9 has been reworded.

				'above noted' is referring to. It is suggested that this policy be revised for clarification.	
87	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.G.1	<p>Policy 9.G.1 -Is the intention of this policy to provide direction to the Region to include policies in the ROP in the future that address TOM? If this is the intent, the City suggests revising the wording of the policy to the following:</p> <p>"The Region will develop a Transportation Demand Management strategy and will include policies in this Plan to implement the strategy. The strategy will aim to:</p> <ul style="list-style-type: none"> a) Reduce trip distances and time; b) Increase alternative uses to the automobile; c) Prioritize active transportation, transit and goods movement over single-occupant automobile; d) Expand infrastructure to support active transportation; and e) Consider the needs of major trip generators." 	No change to this policy is required.
88	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.G.1 & Policy 9.G.2	Policy 9.G.1 and 9.G.2 refer to a Transportation Demand Management strategy and study. It is suggested that the language be consistent and that only one term be used (strategy or study).	Policies 9.G.1 and 9.G.2 have been reworded to reflect the terminology used within the Region's Transportation Master Plan (TMP), which refers to a " <u>Travel</u> Demand Management <u>Study</u> ".
89	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Policy 9.H.1	Is the Goods Movement Study referenced in Policy 9.H.1 anticipated to inform future Regional Official Plan policy and if so, is the timing of the study anticipated to align with the new Regional Official Plan?	While the TMP recommends that the Region undertake a Goods Movement Study, a timeline for the study has not yet been determined.
90	Denise Landry, MCIP, RPP Senior Planner	City of Thorold	Schedule E1	It is our understanding that Highway 20, between Highway 58 and the City of Thorold and City of Niagara Falls municipal border is owned by the Province and is managed by the Ministry of Transportation.	Schedule E1 has been revised to address this comment.

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
91	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	General	<p>It is therefore recommended...that a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E's as follows:</p> <p>That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.</p>	<p>The role of the Niagara Region's Official Plan is to provide direction regarding land use planning matters within the Niagara Region. It is, therefore, not within the scope of the Official Plan to provide policies or requirements related to the "Education, Enforcement, or Evaluation" of cycling related matters. No changes to the Amendment are required.</p>
92	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	General	<p>In conclusion, some of the broader tourism related elements in Section 9.F of the current approved Official Plan should be carried forward in the new Amendment. It is important to include a supportive statement for cycle tourism in general, which would be all inclusive of this important economic driver for the region. Therefore, it is recommended...that a new Objective in Section 9.A or new Policy in Section 9.D be added to the Amendment stating:</p> <p>Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.</p>	<p>Objective 9.A.1 speaks to the promotion and support of a multimodal transportation system that enables, among other things, recreational and tourist opportunities. Further objectives and policies beyond those already provided for in the Amendment or the specific tourist areas identified in Chapter 2 is not required at this time.</p>

93	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.C.2 e)	<p>Policy 9.C.2.e) provides a number of important supports and linkages to better integrate public transit with a number of other strategic goals outlined. Sub-section e) provides for park-and-ride facilities that support multimodal travel with linkages to pedestrian and transit routes, bicycle infrastructure, and priority spaces for carpool and car-share vehicles. Priority spaces also should be provided for bicycles to support the “1st mile, last mile” multi-modal transportation option. This is particularly important for the proposed new Mobility Hub Stations in Grimsby, Beamsville, St. Catharines and Niagara Falls. Bicycle parking spaces should be located near the front of transit station entrances where security and visibility are best, rather than at the back of the lot.</p> <p>Therefore, it is recommended:</p> <p>That in Policy 9.C.2.e), in addition to car-pool and car-share spaces, priority spaces also should be provided for bicycles at park-and-ride facilities. At transit stations, bicycle parking spaces shall be located near the front of station entrances for security and visibility reasons.</p>	Staff are uncertain what “priority spaces for bicycles at park-and-ride facilities” refers to. General design standards regularly places bicycle parking near structures or building entrances. No change to the policy is required.
94	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.C.12	<p>Therefore, it is recommended:</p> <p>That proposed Policy 9.C.12 be revised to ensure that bicycle infrastructure be provided at and to transit facilities, public and institutional areas, and employment areas. Also, the Niagara Parks Commission should be added to the list of transit partners.</p>	<p>Policy 9.C.13* has been reworded as suggested.</p> <p>*previously Policy 9.C.12</p>

95	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Section 9.D. Active Transportation	Therefore, it is recommended...that the following new policy be included in Section 9.D: The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.	No change to the Amendment is required.
96	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.D.2	Therefore, it is recommended...that Policy 9.D.2 be further modified as follows: The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region's Transportation Master Plan (TMP). Over the next 10 years the "Potential Infill Corridors" identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.	On recommendation of the Municipal Class EA, the TMP will be updated every five (5), which may result in potential changes to the Niagara Bikeways Master Plan and Strategic Cycling Network. Staff believe that it is more appropriate for matters related to the timing and funding of the Region's Capital Works program to be outlined within the TMP. New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.
97	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.D.4	Therefore, it is recommended...that Policy 9.D.4 be modified as follows: The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.	The use of the word "support" in Policy 9.D.4 allows the Region flexibility to provide funding where possible, while encompassing other forms of support and co-ordination. The York Region Official Plan policy referred to in this comment, similarly uses the term "partner" for this purpose. No changes to the Amendment are required. Staff continue to believe that it is more appropriate for matters related to the funding of the Region's Capital Works program to be outlined within the TMP.
98	David Hunt, Drew Semple, Bob Romanuk, Tom	Regional Active	Policy 9.D.8	Therefore, it is recommended:	Policy 9.D.8 has been reworded.

	Whitelaw, and Ken Forgeron	Transportation Advocates		That proposed Policy 9.D.8 be revised to delete the word “encourage” and replace it with the words “provide for” to ensure the provision of active transportation facilities across Provincial Highways.	
99	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.F.2	<p>Policy 9.F.2 makes provision for a wide variety of uses (e.g. public transit facilities) within Region Road allowances that are conveyed to it as a condition of approval of a development application. Policy 9.F.8 indicates that the Region will plan and protect rights-of-way for the Niagara Region’s transportation system. We would argue that this transportation system and the list of uses also should include active transportation facilities that are envisioned as part of the Strategic Cycling Network identified on Schedule E. Also, the Niagara Parks Commission should be identified as another key transit partner given its WEGO transit service along the Parkway.</p> <p>Therefore, it is recommended:</p> <p>That proposed Policy 9.F.2 be modified to add “active transportation facilities” to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.</p>	Policy 9.F.2 has been reworded as suggested.
100	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Policy 9.F.8	<p>Therefore, it is recommended:</p> <p>That proposed Policy 9.F.8 be modified to add “active transportation corridors” to the list of possible uses that would be considered for</p>	Policy 9.F.8 has been reworded as suggested.

				protection within Regional Roads rights-of-way planned corridors.	
101	David Hunt, Drew Semple, Bob Romanuk, Tom Whitelaw, and Ken Forgeron	Regional Active Transportation Advocates	Definitions	<p>Therefore, it is recommended...that the wording changes suggested below in underline and cross outs be made to the definition of bicycle infrastructure in Part III- Definitions:</p> <p>Bicycle Infrastructure means all infrastructure and facilities used for cycling, including <u>bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails), trip end facilities such as and bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling supportive items such as bike repair stations and priority signal lights.</u></p>	<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>That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.</p>	<p>As stated, Regional staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>

Name/Title		Organization	Reference within ROPA 13	Agency Comment(s)	Planning and Development Services Response
103	Wally Tykoliz	Niagara Cycling Clubs Alliance	General	<p>That a new Objective or Policy be included in proposed sections 9.A or 9.D that recognizes the importance of the five E's as follows:</p> <p>That the Region will apply a comprehensive, partnership approach to providing active living, friendly environments by incorporating recognized parameters that include engineering, encouragement, education, enforcement, and evaluation in all related program delivery activities including planning, design, construction, operations and maintenance.</p>	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>Niagara supports the promotion and delivery of cycling tourism in the region and will work in collaboration with other key partners (e.g. Venture Niagara, Brock University, Niagara Parks Commission, Metrolinx, Ministry of Tourism, Culture and Sport) to enhance and expand Niagara as a premier cycle tourism destination in the Province.</p>	Objective 9.A.1 speaks to the promotion and support of a multimodal transportation system that enables, among other things, recreational and tourist opportunities. Further objectives and policies beyond those already provided for in the Amendment or the specific tourist areas identified in Chapter 2 is not required at this time.
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>	Policy 9.C.13* has been reworded as suggested. *previously Policy 9.C.12
107	Wally Tykoliz	Niagara Cycling Clubs Alliance	Section 9.D. Active Transportation	That the following new Policy be included in Section 9.D: The Niagara Region will continue to provide a means for obtaining community input and expertise through a consultative forum on all matters related to active living.	No change to the Amendment is required.
108	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.2	That Policy 9.D.2 be further modified as follows: Policy 9.D.2 The Niagara Region will prioritize the implementation of the Strategic Cycling Network as identified in the Niagara Region’s Transportation Master Plan (TMP). Over the next 10 years the “Potential Infill Corridors” identified through the TMP process, and as identified on Schedule E2, will become the focus for construction in order to advance the implementation of the Niagara Bikeways Master Plan as shown in Schedule E2.	On recommendation of the Municipal Class EA, the TMP will be updated every five (5), which may result in potential changes to the Niagara Bikeways Master Plan and Strategic Cycling Network. Staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP. New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.
109	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.4	That Policy 9.D.4 be modified as follows: Policy 9.D.4 The Niagara Region will support and cost share, where possible, with local municipalities in implementing sections of the Strategic Cycling Network that are within their jurisdiction, with an initial priority for elements	The use of the word “support” in Policy 9.D.4 allows the Region flexibility to provide funding where possible, while encompassing other forms of support and co-ordination. The York Region Official Plan policy referred to in this comment, similarly uses the term “partner” for this purpose.

				identified in the Strategic Cycling Network i.e. Potential Infill Corridors identified on Schedule E2.	No changes to the Amendment are required. Staff continue to believe that it is more appropriate for matters related to the funding of the Region's Capital Works program to be outlined within the TMP.
110	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.D.8	That proposed Policy 9.D.8 be revised to delete the word "encourage" and replace it with the words "provide for" to ensure the provision of active transportation facilities across Provincial Highways." Regional staff appear to support this recommendation.	Policy 9.D.8 has been reworded.
111	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.F.2	That proposed Policy 9.F.2 be modified to add "active transportation facilities" to the list of possible uses that would be considered within Region Road allowances that are conveyed to it as a condition of approval of a development application.	Policy 9.F.2 has been reworded as suggested.
112	Wally Tykoliz	Niagara Cycling Clubs Alliance	Policy 9.F.8	That proposed Policy 9.F.8 be modified to add "active transportation corridors" to the list of possible uses that would be considered for protection within Regional Roads rights-of-way planned corridors." <i>Regional staff appear to support this recommendation.</i>	Policy 9.F.8 has been reworded as suggested.
113	Wally Tykoliz	Niagara Cycling Clubs Alliance	Definitions	<p>That the wording changes suggested below in <u>underline</u> and cross-outs be made to the definition of bicycle infrastructure in Part III- Definitions:</p> <p>Bicycle Infrastructure means all <i>infrastructure</i> and facilities used for cycling, including <u>bicycle routes (e.g. dedicated, buffered, and separated bike lanes, multi-use paths, and off-road trails) trip end facilities such as and bicycle parking and storage (such as e.g. bicycle racks and lockers) and other cycling</u></p>	The definition for "bicycle infrastructure" has been reworded.

				<u>supportive items such as bike repair stations and priority signal lights.</u>	
114	Wally Tykoliz	Niagara Cycling Clubs Alliance	Schedule E2	That Schedule E2 be modified to identify the “Potential Infill Corridors” that were developed through the TMP process and approved by Regional Council.”	<p>As stated, Regional staff believe that it is more appropriate for matters related to the timing and funding of the Region’s Capital Works program to be outlined within the TMP.</p> <p>New Policy 9.F.14 has been added to the Amendment to reference the recommended actions and schedules of the TMP.</p>