

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

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

Policy 9.C.12 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.

Policy 9.C.13 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 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. .

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

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

Policy 9.H.3 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

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)

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)

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.

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

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SCHEDULE E1



Schedule E2 – Strategic Cycling Network

