



**PORT COLBORNE**

**Subject: Stonebridge Village – Request to Modify Street Design**

**To: Council**

**From: Planning and Development Department**

Report Number: 2026-41

Meeting Date: April 14, 2026

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**Recommendation:**

That Planning and Development Department Report 2026-41 be received;

That Council approve the proposed reduced curb face to curb face roadway widths of 7.5metres for Streets A-E of the Stonebridge Village Subdivision.

That the Chief Planner be directed to forward a copy of the decision document to the applicant.

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**Purpose:**

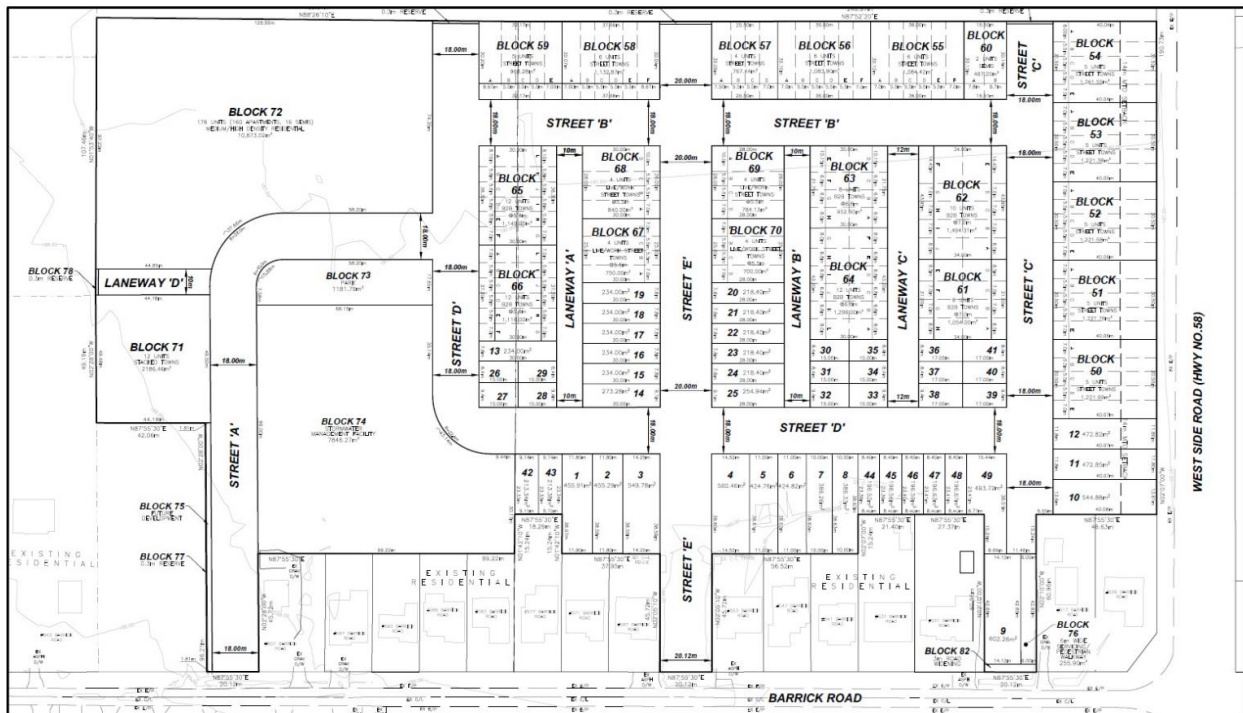
The purpose of this report is to present Council with a request to modify the street design for the 2024 draft approved Stonebridge Village Subdivision. The applicant is working to clear conditions and is now seeking Council approval for street designs that are not contemplated in the City's engineering design manual and were not presented as part of the application and draft approval process.

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**Background:**

On November 12, 2024, Council approved the Stonebridge Village subdivision (see figure 1). Since the time of approval, the applicant has been working toward clearing conditions of draft approval, including the submission of a detail design package for staff review. During this process, the applicant identified a desire for roadway designs that are not consistent with what was originally proposed and not contemplated in the City's engineering design manual. As such, staff identified that further approvals would be required to permit the desired roadway cross sections.

Figure 1: Stonebridge Village Subdivision



On December 9, 2025 the applicants met with Planning, Fire and Engineering staff to confirm their desire of pursuing road designs that are not contemplated in the engineering design manual. Staff indicated that departures from the City's design standard would require either a redline revision to the draft plan or Council endorsement. Following this meeting, the applicants provided a formal request seeking endorsement of the following departures from the guidelines in the City's Engineering Development and Design Manual (2024):

1. A reduced corner radius of 6.0 metres, whereas the City's standard is 9.0 metres;
2. For Streets A,B,C & D, a reduced street width of 7.5 metres curb face to curb face, whereas the City's standard is 8.6 metres;
3. For Street E, a reduced street width of 7.5 metres curb face to curb face, whereas the City's standard is 9.4 metres;
4. Introduction of curb extensions at intersections; and,
5. Parking on both sides of Street E between Streets B and D on the Draft Plan.

## Discussion:

### Site Location

The site is located at the northwest corner of Barrick Road and West Side Road. It is designated Urban Residential subject to site-specific conditions (By-law 7290/112/24) from the Official Plan Amendment. The site is within the City's Urban Boundary and designated as Delineated Built-Up Area in the Niagara Official Plan. The site is zoned Site-Specific Second Density Residential (R2-85, R2-86), Site-Specific Third Density Residential (R3-87), Site-Specific Fourth Density Residential (R4-88) and Public & Park (P), in accordance with Zoning By-law amendment No. 7291/113/24. The site is approximately 8.344 hectares in size. A location map is included below.

Figure 2: Location Map



### Development and Design Manual

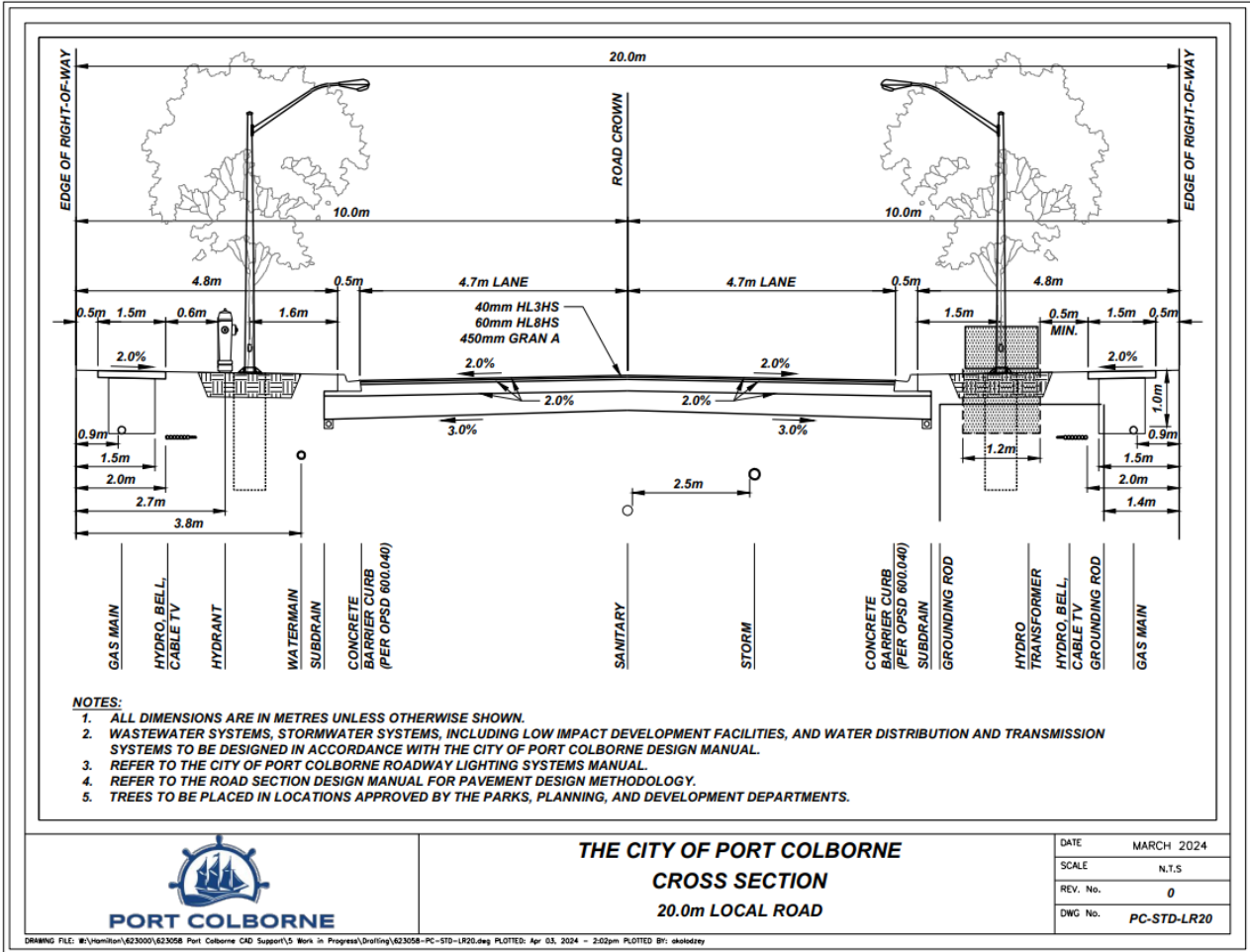
The City's Engineering Design and Development Manual provides the minimum right-of-way (ROW) requirements for the transportation network. All road types within the urban boundary shall be designed and constructed to municipal standards with full municipal services. The Stonebridge Village subdivision contains both local roads and laneways. Laneways are public roadways intended to convey motorists from a local roadway to a private access point (driveway, garage, etc).

The characteristics of those road types as outlined in the Design and Development Manual are shown below.

Road Type	ROW Width (m)	Pavement Width (m)	Sidewalk Width (m)	Number of Lanes
<b>Local Roads</b>				
Local Road Allowance	20.0	9.4	1.5	2
18m Road Allowance	18.0	8.6	1.5	2

The Design and Development Manual provides cross sections highlighting the design standards of 20.0 metre ROW local roads and 10.0 metre ROW laneways. The standard curb face-to-curb face street width is 9.4 metres for a standard 20.0 metre ROW (as shown below). The subdivision was draft approved with several streets utilizing an 18m cross section. While the City’s design manual does not include an 18m local road cross section, there are standardized 18m cross sections from other transportation design sources.

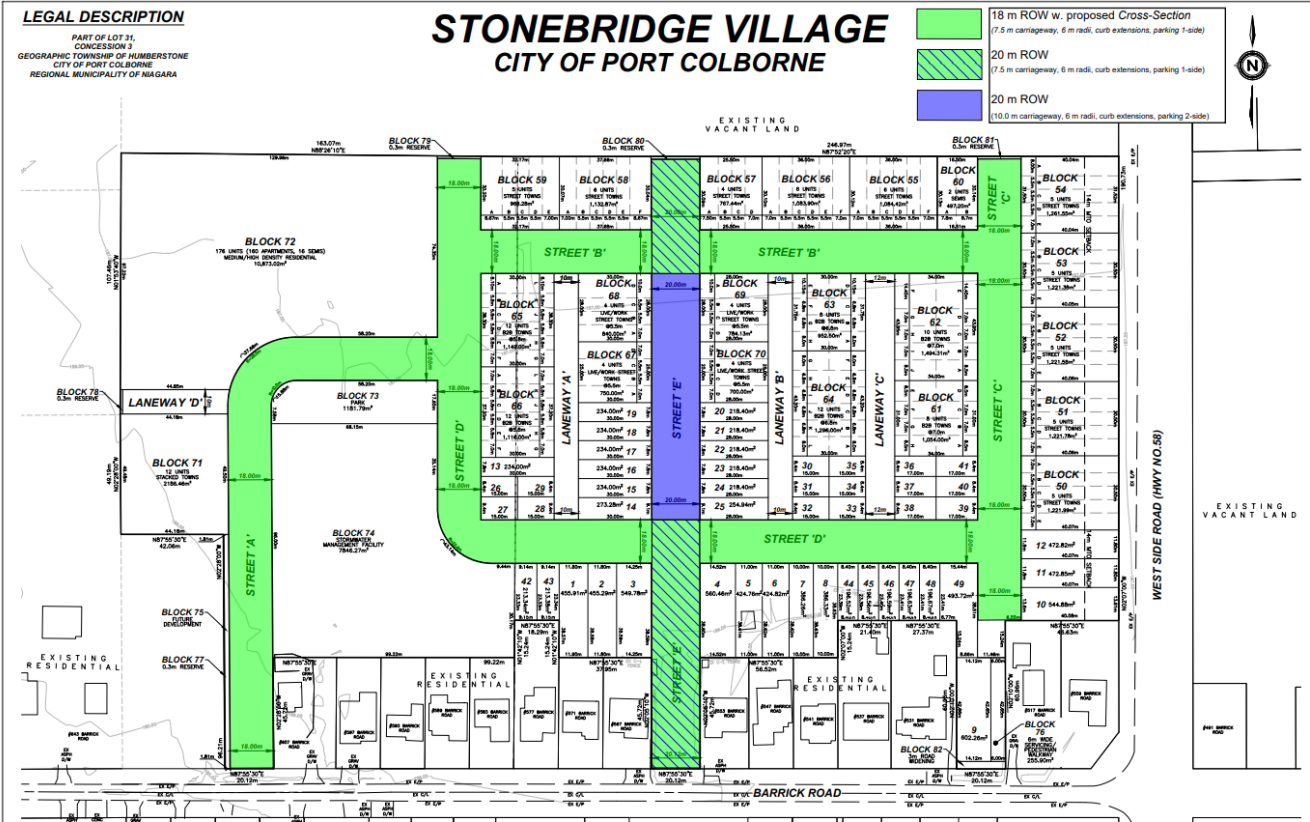
Figure 3: Local Road Cross Section (Design Manual)



### Proposed Street Design

The applicant is requesting a departure from the City’s Design and Development Manual. The Draft Plan of Subdivision includes the provision of five public roadways shown as Street ‘A’, Street ‘B’, Street ‘C’, Street ‘D’, and Street ‘E’, along with four laneways shown as Laneway ‘A’, Laneway ‘B’, Laneway ‘C’ and Laneway ‘D’. The figure below highlights the location of the roadways based on their proposed ROW width.

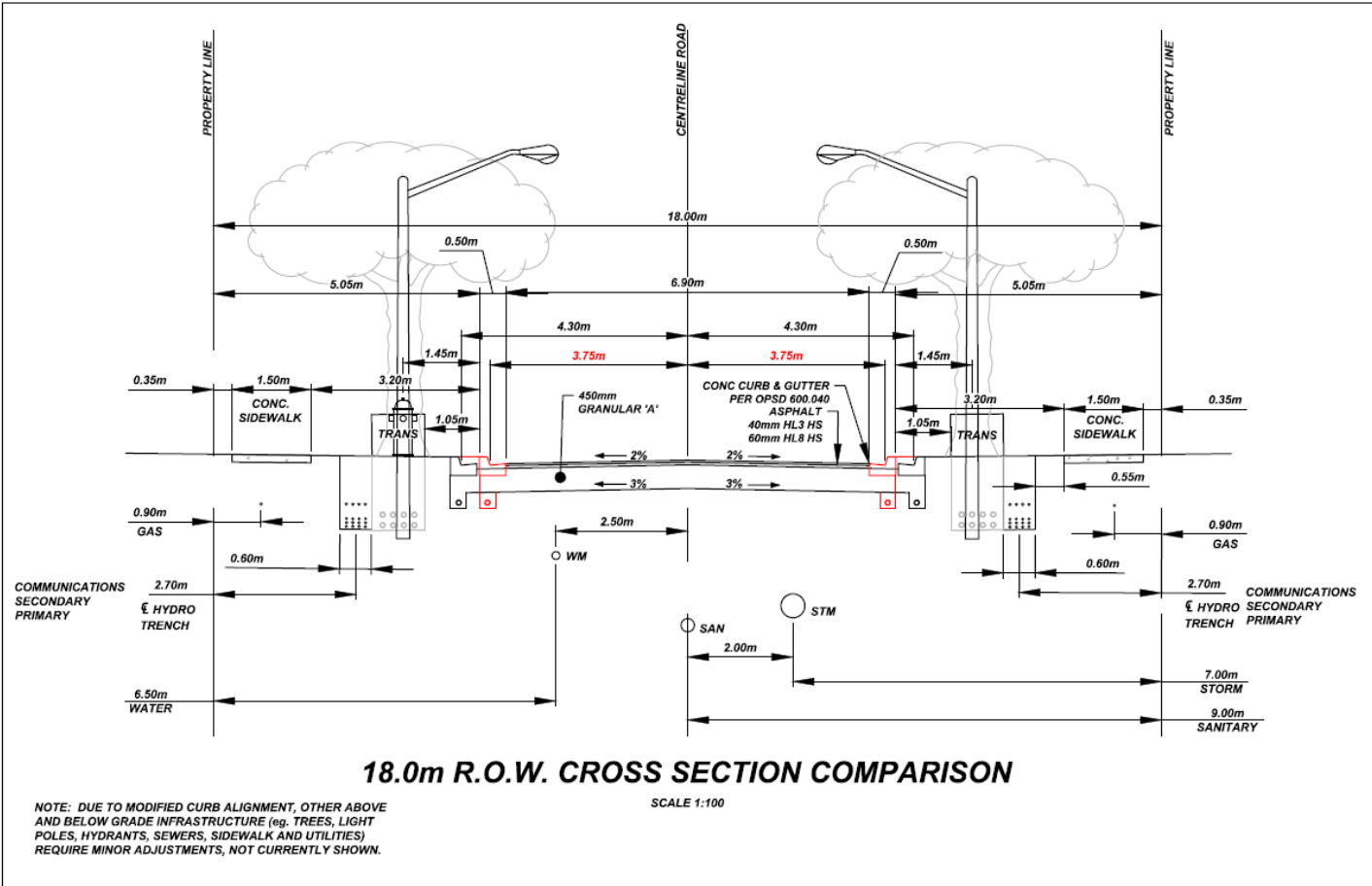
Figure 4: Street Layout with ROW and Proposed Pavement Detail



Local Urban Streets - Streets A, B, C, D

These streets have a ROW width of 18.0 metres, and the applicant is requesting a reduced street width from 8.6 metres curb face-to-curb face to 7.5 metres. This results in a lane width of 3.75 metres, as shown in the below cross section.

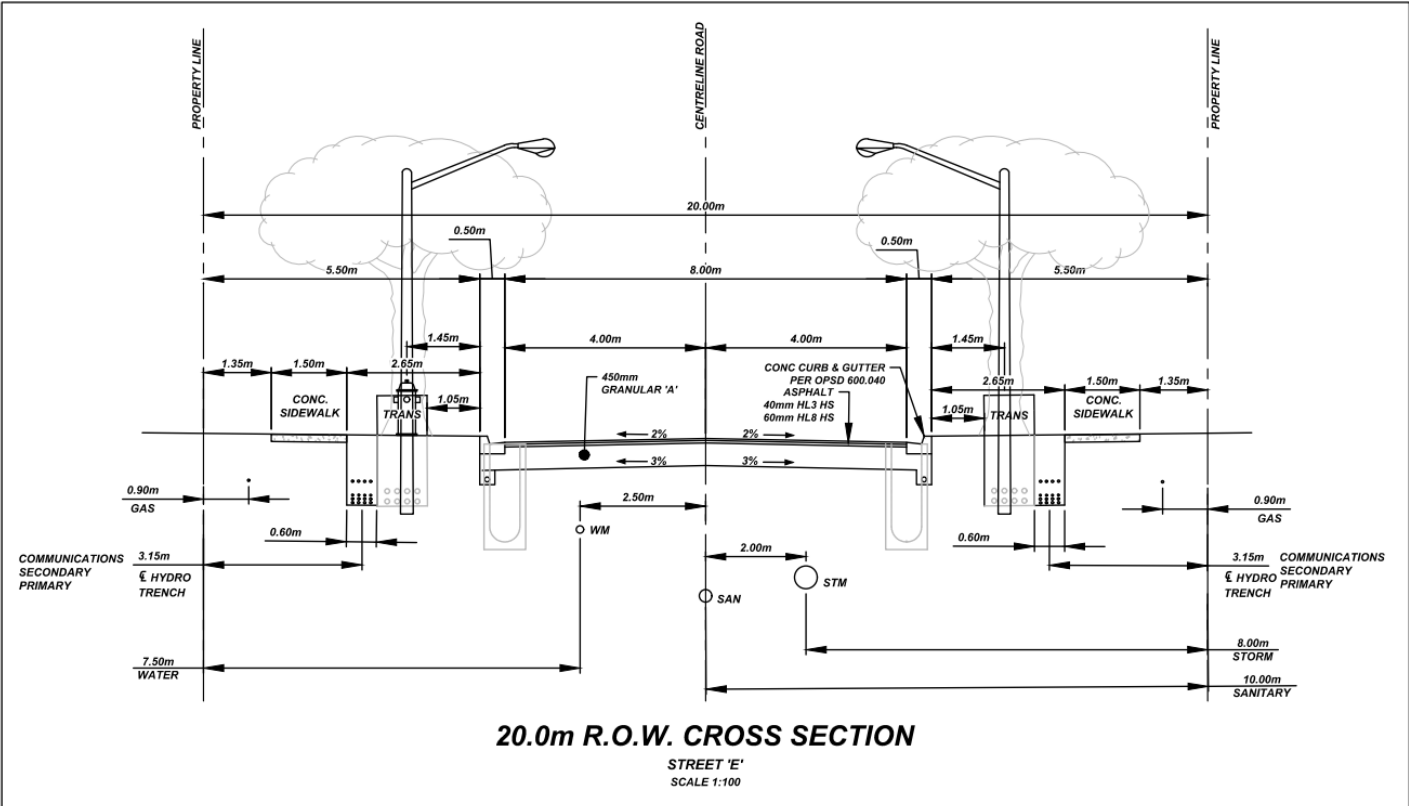
Figure 5: Proposed 18.0m Right of Way Cross Section (Streets, A,B,C,D)



Collector Neighbourhood Main Street - Street E

This street will have a 20.0 metre right of way, and the applicant is requesting a 7.5 metre cross section. This street will provide a connection from Barrick Road through the subdivision to the north. The applicant is also requesting to allow parking on both sides of this street. Figure 6 below shows the applicant's proposed cross section

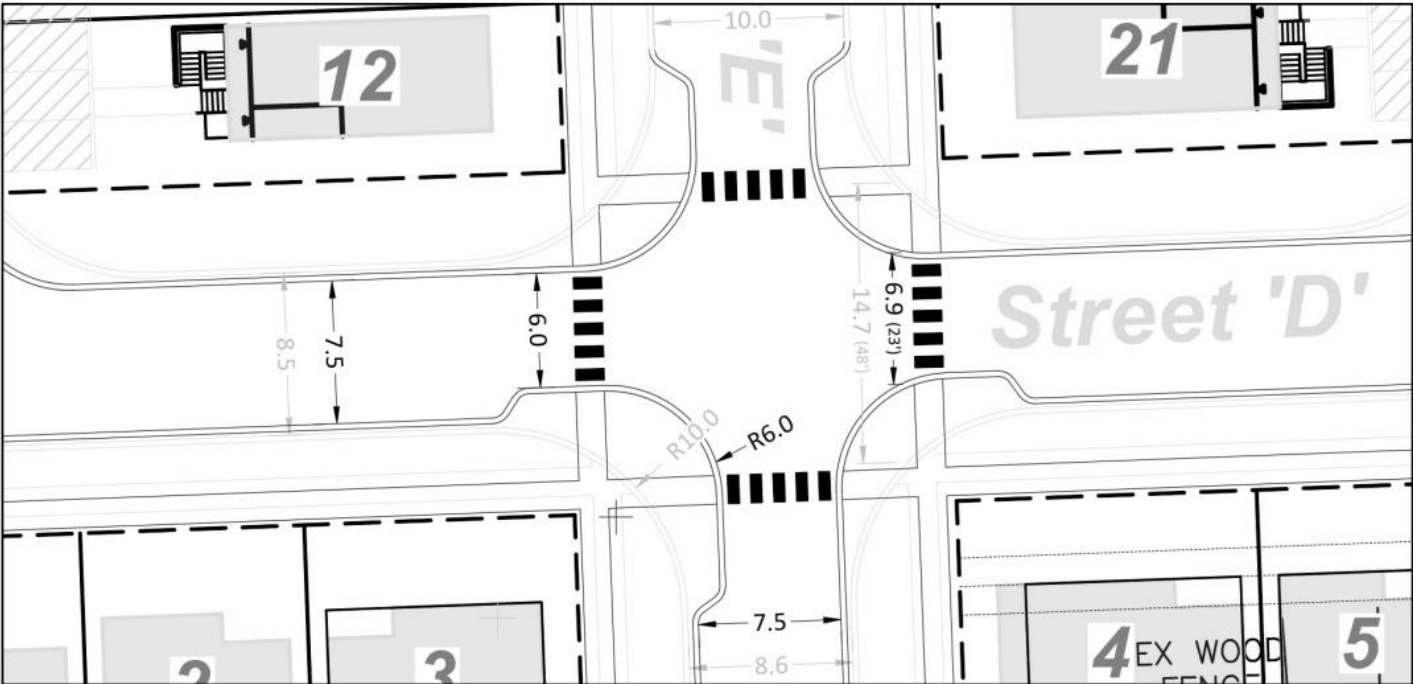
Figure 6: Proposed 20.0 metre cross section (Street E)



Intersections

To reduce turning speeds in the subdivision, the applicant is proposing to reduce the corner radius from 9.0 metres to 6.0 metres. This also has the effect of reducing the land width at intersections.

Figure 7: Proposed Intersection Design



**Internal Consultations:**

City staff from the Fire Department, Planning Department and Mayor’s Office attended a site visit with the applicant to Garrison Village in Niagara on the Lake to view narrowed streets in the built context.

Following this site visit, and reviewing the applicants requested items, the following feedback was received:

Request	Fire Comment	Public Works Comment	Planning Recommendation
Reduced Corner Radius (6 metres)	Not supported	Supported	Do not approve
Reduced Street Width (7.5 metres)	Supported	Supported	Approve
Curb Extensions	Not supported	Not supported *but could support with increased	Do not approve

		intersection width and less abrupt bump out	
<b>Parking on Both Sides of Street E, between Streets B and D</b>	Not supported *but could support parking on 1 side	Not supported *but could support parking on 1 side	Approve parking on 1 side

**Financial Implications:**

There are no financial implications to the City resulting from this report or decision of Council.

**Public Engagement:**

This file was not subject to any public notice requirements as set out in the *Planning Act* and is not guided by any other engagement or notification procedure.

**Strategic Plan Alignment:**

The initiative contained within this report supports the following pillars of the strategic plan:

- Sustainable and Resilient Infrastructure

**Conclusion:**

Acting as the owner of the lands, Elevate Living is requesting site-specific departures from the guidelines in the City’s Engineering Development and Design Manual. Staff are looking for direction from Council respecting the preferred approach for processing this request and implementing Council’s recommended decision.

**Appendices:**

Request for Council Endorsement of Street Design

Respectfully submitted,

Erik Acs, MCIP, RPP  
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**Report Approval:**

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.