

ELEVATE LIVING

2026-01-29

Via Email

Attn. Erik Acs
Chief Planner
City of Port Colborne
66 Charlotte St, Port Colborne, ON, L3K 3C8

Re: Stonebridge Village
Request for Council Endorsement of Street Design
City File: D12-02-24

Elevate Living acts for the owner of the development lands known as *Stonebridge Village* located at the northwest corner of Barrick Road and West Side Road. The lands are subject to an active Draft Approved Subdivision Application. In accordance with instructions outlined by staff at our meeting on 2025-12-09, we're pleased to make a formal request of the City to endorse a modified local street design for *Stonebridge Village*.

We wish to permit a minor adjustment from the City's *Engineering Design & Development Manual*, for the proposed local street design. To deliver calmer, safer, and more livable streets, we have proposed modifications to the curb-to-curb cross-section, (or 'carriageway') for the typical (18 & 20 m ROW) local streets. The City's design guide prescribes a *conventional suburban development (CSD)* platform which is unfortunately, common in municipal engineering design guides. The key attributes of the modern conventional residential street are an 8.5 m (or larger) carriageway with 9 m (or larger) curb return radii. (See Figure 1.)

Figure 1: A modern 8.5 m wide (CSD) carriageway invites high speed traffic (Niagara Falls, ON)



The problem with *CSD* residential streets is that they've become infamously associated with residential speeding issues, higher rates of collisions, reduced landscaping and legitimate safety concerns. The modern residential *CSD* street widths we're most familiar with became popularised around the mid-1900s during the widespread adoption of the automobile. Routinely defended on the basis of snow plow & garbage truck operational convenience and, (despite the opposite being true), 'safer' for traffic due to wider, more forgiving design geometrics.¹

¹ Johns Hopkins School of Public Health (2023) *A National Investigation on the Impacts of Lane Width on Traffic Safety*.

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In contrast, residential streets designed using *traditional neighbourhood development (TND)* principles have broadly outperformed their (CSD) successor in the areas of transportation safety and landscaping. *TND* aligned streets prioritise a human scaled built environment, are typically narrower, calm traffic speeds, and have a better public safety record in terms of traffic collisions.² (See Figure 2.) They've also existed far longer and proven to be functionally adaptable to modern day needs as significant network coverage remain in use today, including in Niagara.

Figure 2: A modern 7.5 m wide (TND) carriageway helps calm traffic speeds (The Village, NOTL, ON)



With that background, the proposed modifications include:

- 1) **Corner Radius** (from 9.0 m – 6.0 m)
 - Slower turning speeds
 - Improve visibility of pedestrians
 - Shorten crosswalk distance (reduced pedestrian exposure)
 - Improve driver yielding behaviour
- 2) **Street Width** (from 8.6 m → 7.5 m CF-to-CF)
 - Calm traffic speeds
 - Shorter crosswalk distance (reduced pedestrian exposure)
 - Reduce pavement & storm runoff
 - Increase landscaping
- 3) **Curb extensions** (at intersections only, maintaining 6.0 m clear width)
 - Slower turning speeds
 - Improve visibility of pedestrians
 - Shorten crosswalk distance (reduced pedestrian exposure)
 - Improve driver yielding behaviour
 - Improve parking compliance near intersections
- 4) **Parking on both sides of Street 'E'** (between Streets B & D only)
 - Maintain City's default 20 m ROW carriageway
 - Increase parking supply.
 - Continue to restrict (NO) parking during snow events.

² Swift et al. (2006) *Residential Street Typology and Injury Accident Frequency*. Congress for the New Urbanism

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Several curb extensions are proposed to enhance the safe streets design program. Curb extensions (aka bulb-outs) (Figure 3) are an effective traffic calming measure and one that is recognised by Port Colborne's own *Traffic Calming Policy*. Despite their popularity and success across Niagara, Ontario, and beyond, their inclusion is less vital to the neighbourhood's overall success relative to the proposed carriageway width and corner radii.

Figure 3: New curb extensions on Russell Av, St. Catharines



In summary,

- The proposed carriageway design has a demonstrable track record of accommodating the routine manoeuvrability needs of large municipal design vehicles, (E.g., Fire trucks, garbage trucks, & snow plows). There are 100s of kilometers of similarly designed streets throughout Niagara, primarily in older areas (e.g., St. Catharines), but also modern subdivisions (*The Village*, NOTL and *Chicory Meadows*, St. Catharines).
- Vehicle travel lane widths are singularly one of the most impactful street design features that affect traffic speed.
 - Considerable amounts of academic literature and empirical evidence have documented how narrower travel lanes, are consistently associated with slower vehicle speeds, reduced collision frequency, and improved safety.^{3 4 5}
- Unlike CSD where excessively wide streets encourage speeding. Narrow, human-scaled, tree-lined TND streets help to calm traffic speeds and improve safety for all.
 - Collision data in Niagara corroborates the academic literature.

³ Petritsch, T. (2008). *The Influence of Lane Widths on Safety and Capacity*. Lutz, FL: Sprinkle Consulting Inc.

⁴ Potts, I. B., Harwood, D. W., & Richard, K. R. (2007). *Relationship of Lane Width to Safety for Urban and Suburban Arterials*. Midwest Research Institute. Kansas City: Transportation Research Board.

⁵ Milton, J., & Mannering, F. (1998). The relationship among highway geometrics, traffic-related elements and motor-vehicle accident frequencies. *Transportation Vol. 25, Issue 4*, 395-413.

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- Fire trucks and garbage trucks continue to navigate these streets, just like they continue to do throughout Niagara, and North America wherever historic *TND* streets exist.
- In the interests of public safety, we should build safer streets so that fire departments would respond to fewer traffic collisions as they often represent a significant proportion of emergency calls.

The proposed street geometrics maintain the intent of the City's engineering Design guide as they're based on historic precedent, TAC's *Safe Systems Approach*, supported by transportation evidence & literature. Furthermore, the proposed street design upholds the objectives of the City's *Traffic Calming Policy* and takes a proactive approach to integrate traffic calming measures into the physical street design. As opposed to more costly and administratively demanding retroactive interventions on existing streets, (E.g., speed humps on conventionally designed streets).

In support of this request, the following documents are enclosed:

- 1) *Typical Local Street Cross-Section (2026-01-27)*
- 2) Council Presentation re: Street Design Proposal

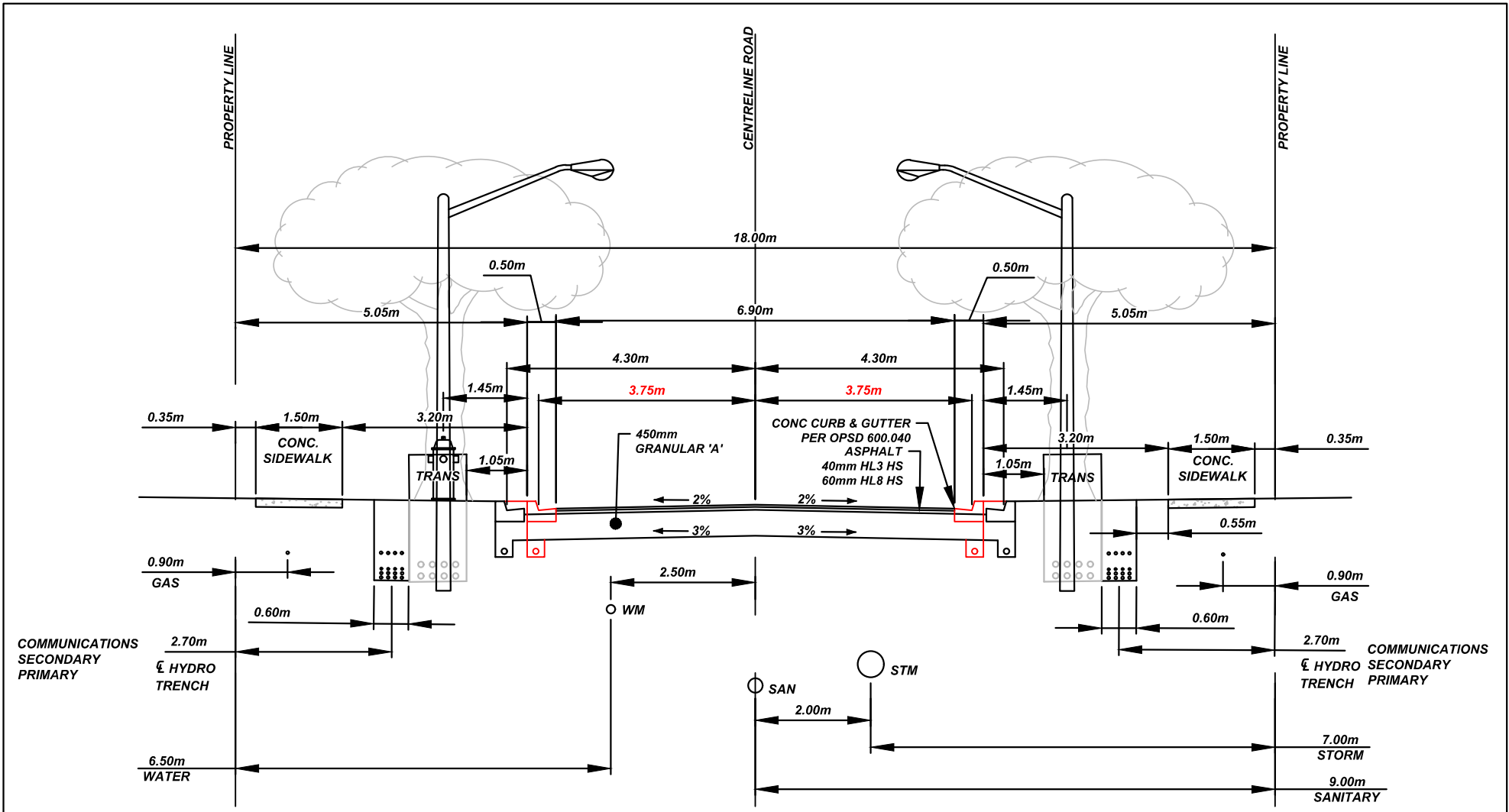
We look forward to addressing Council as a delegate at the next available meeting.

Respectfully,



Curtis Thompson, RPP
Manager of Development Planning

Copied: Drew Toth, Elevate Living
Spencer Brown, Elevate Living
Kurt Tiessen, Upper Canada Consultants
William Heikoop, Upper Canada Consultants



18.0m R.O.W. CROSS SECTION COMPARISON

SCALE 1:100

NOTE: DUE TO MODIFIED CURB ALIGNMENT, OTHER ABOVE AND BELOW GRADE INFRASTRUCTURE (eg. TREES, LIGHT POLES, HYDRANTS, SEWERS, SIDEWALK AND UTILITIES) REQUIRE MINOR ADJUSTMENTS, NOT CURRENTLY SHOWN.