



PORT COLBORNE

**City of Port Colborne
Council Meeting Addendum**

Date: Tuesday, February 24, 2026
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

8. Delegations

*8.1 Aaron Butler - NPG Planning Solutions Inc.

Delegating on item 11.3 c.

*8.2 Maureen Anthes - 25 Third Avenue

Written delegation on item 11.3 c

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11. Consent Agenda

11.4 Receipt of Correspondence Items

*d. Regional Governance in Niagara - Office of the Niagara
Regional Chair

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FEBRUARY 24/26

FORMAL DELEGATION LETTER

MAPLEVIEW SUBDIVISION

Re: Draft Plan of Subdivision – February 24, 2026 Council Meeting
Third Avenue / Westport Gardens Vehicular Connectivity

To:

Mayor and Members of Council, City of Port Colborne

Chief Administrative Officer, City of Port Colborne

City Clerk, City of Port Colborne

Director of Public Works, City of Port Colborne

Planning Staff, City of Port Colborne

Municipal Contact Information:

City of Port Colborne

66 Charlotte St, Port Colborne, ON L3K 3C8

Tel: 905-835-2900

portcolborne.ca

Mayor: William C. (Bill) Steele

Email: bill.steele@niagararegion.ca

Chief Administrative Officer: Bryan Boles

Email: Bryan.Boles@portcolborne.ca (CAO listed in staff directory)

City Clerk:

Email: cityclerk@portcolborne.ca

Director of Public Works:

Email: Steve.Shypowskyj@portcolborne.ca

Planning / Legislative Contacts:

Chief Planner: erik.acs@portcolborne.ca

Deputy Clerk / Legislative Assistant: deputyclerk@portcolborne.ca

City Councillors (2026 council):

Mark Bagu – markbagu@portcolborne.ca

Dave Elliott – daveelliott@portcolborne.ca

Tim Hoyle – timhoyle@portcolborne.ca

Eric Beauregard – ericbeauregard@portcolborne.ca

Frank Danch – frankdanch@portcolborne.ca

Gary Bruno – garybruno@portcolborne.ca

Ron Bodner – ronbodner@portcolborne.ca

Monique Aquilina – moniqueaquilina@portcolborne.ca

1. PURPOSE OF THIS SUBMISSION

This submission is made pursuant to the Planning Act, R.S.O. 1990, c. P.13 (Sections 2, 3(5), 34, 41, and 51(24)). We respectfully request that Council incorporate explicit, enforceable conditions preventing:

- Vehicular cut-through access between Third Avenue and Westport Gardens
- Future conversion of any road stub into a through connection

For clarity, we support development including Third Avenue in the Mapleview subdivision, but do not support Third Avenue functioning as a through-route to Westport Gardens. This is a targeted safety request, not an anti-development position.

2. EXISTING CONDITIONS & TRAFFIC CONTEXT

Westport Gardens currently has three ingress/egress points with two direct connections to major arterial roads; closing Third Avenue connectivity leaves fully functional arterial access with no landlocking, emergency isolation, or servicing deficiency.

Adjacent higher-density development will increase local traffic volumes, shortcut routing behaviour, and pressure on residential streets. Allowing

Third Avenue to connect into Westport Gardens would divert traffic into a low-volume residential subdivision and contradict functional road hierarchy principles.

3. STATUTORY FRAMEWORK

A. Planning Act – Section 51(24): Council must consider adequacy of services, safety of roads, and interrelationship between subdivision design and adjacent lands.

B. Section 2 – Matters of Provincial Interest: Council must consider appropriate growth location and safe built form.

C. Section 3(5) – Consistency with Provincial Policy Statement: Decisions must support safe, healthy communities and efficient infrastructure use.

4. ROAD FUNCTION & SAFETY CONCERNS

Westport Gardens is a local residential street with no sidewalks, narrow pavement, frequent driveways, on-street parking, and limited turning radii. Through-traffic increases collision exposure, emergency obstruction risk, and pedestrian vulnerability. Local streets should not be used as through routes where arterial alternatives exist.

5. ONTARIO LAND TRIBUNAL (OLT) DEFENSIBILITY

OLT decisions confirm that silence in draft approvals permits future connections; restrictions must be clear and embedded at draft approval. Limiting connectivity is defensible where safer alternatives exist, functional classification does not support through-traffic, and evidence demonstrates foreseeable safety risk.

6. EMERGENCY VEHICLE ACCESS

Blocking Third Avenue to Westport Gardens does not eliminate emergency redundancy; two arterial access points remain. It prevents congestion on roads not designed for higher volumes.

7. TRAFFIC STUDY CONSIDERATIONS

We request confirmation that:

- Full build-out traffic volumes were included
- Cumulative impacts were modeled
- Worst-case cut-through behaviour was assessed
- Local streets were modeled for shortcut behaviour
- Independent peer review is being considered

Directing traffic to arterial routes aligns with accepted road hierarchy principles.

8. REQUESTED CONDITIONS

We respectfully request the following conditions:

- No vehicular connection between Third Avenue and Westport Gardens
- Road stub shall terminate in a landscaped buffer block
- Physical barriers (curbing, bollards, berms) installed
- Restrictive covenant prohibiting future vehicular access registered on title
- Any future change requires Official Plan amendment and public consultation

9. LIABILITY & FORESEEABILITY

Documented safety concerns may create municipal negligence exposure if unaddressed. Safer alternatives exist and road hierarchy supports restricting connectivity.

10. CONCLUSION

This request:

- Does not oppose development of Third Avenue within Mapleview
- Does not eliminate Mapleview subdivision access or compromise emergency access

- Requests that local residential streets not be converted into through corridors where safer arterial alternatives exist

We respectfully request Council embed enforceable protections at draft approval stage pursuant to the Planning Act.

REFERENCE POLICIES / STATUTES:

- Planning Act, R.S.O. 1990, c. P.13 – Sections 2, 3(5), 34, 41, 51(24).
- Provincial Policy Statement (PPS) – Safe communities, transportation systems, efficient infrastructure.

SIGNATURE SHEET
(Separate Page)

DELEGATES
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FORMAL DELEGATION LETTER – SIGNATURE SHEET
Draft Plan of Subdivision – February 24, 2026 Council Meeting

Third Avenue / Westport Gardens Vehicular Connectivity
SIGNATURES / CONTACT INFORMATION

Name: Brenda Haymes
Signature: Brenda Haymes
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Date: Feb-23, 2024

Name: Gord Kribs
Signature: Gord Kribs
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Date: Feb 23, 2026

Name: Jim Calla
Signature: Jim Calla
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Date: Feb 23, 2026

Name: ROBERT K. HAYMES
Signature: Rob K Haymes
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Date: Feb. 23, 2026

Name: Roberta Kribs
Signature: [REDACTED]
Address: [REDACTED]
[REDACTED]

Ken P. Auths
Ken P. Auths

Email:

Phone:

Date: Feb 23/26

Name: MAURICE ANTHE

Signature:

Address: 25 THIRD AVE

Email:

Phone:

Date:

Name: ANDY NEWELL

Signature:

Address:

Email:

Phone:

Date: FEB 24 2026

Name: Shirley Newell

Signature:

Address:

Email:

Phone:

Date: Feb 24/26

Name:

Signature:

Address:

Email:

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Date:

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Signature:
Address:
Email:
Phone:



Office of the Regional Chair | Bob Gale
1815 Sir Isaac Brock Way, PO Box 1042 Thorold, ON L2V 4T7
Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-685-6243
Email: Bob.Gale@niagararegion.ca
www.niagararegion.ca

February 19, 2026

The Honourable Rob Flack
Minister of Municipal Affairs and Housing
Government of Ontario
Delivered via email: minister.mah@ontario.ca
CC: Robert.Dodd@ontario.ca Robert Dodd, Chief of Staff to Minister Flack

Re: Regional Governance in Niagara

Dear Minister Flack,

Over the past several months, Niagara Region has been engaged in an increasingly difficult budget process that has laid bare the failings of our municipal governance structure. Throughout our deliberations and public reporting, several patterns have emerged that, taken together, raise serious concerns regarding waste, abuse and a culture of casualness with taxpayer dollars. These concerns are inconsistent with the expectations of both municipal taxpayers and the provincial government, and are made all the more serious by the current economically precarious environment. These patterns are exacerbated by an outdated and unwieldy municipal structure, with 126 elected officials at the municipal level in Niagara - more than the entire provincial legislature at Queen's Park.

This governance structure has resulted in a decision-making process that has led to successive tax increases of roughly 7%, 9.6%, and 6.3% over the past three years, driving the regional tax levy up by almost 25% over a single Council term. This is an egregious affront to Niagara taxpayers and is not sustainable. On top of that, the Region is carrying a deferred capital backlog in the order of \$2.7 billion, meaning Council has been pushing core infrastructure costs into the future, where they will land on taxpayers' backs with even higher tax hikes, more debt, or both if nothing changes.

In this context, Council's recent decision to delay final approval of the 2026 operating budget pending a detailed Chair's review is not a procedural footnote; it is a signal that the system, as currently structured, is no longer capable of delivering the level of fiscal discipline and administrative efficiency that the moment requires. Moreover, this dysfunction threatens to undermine the provincial government's ambitious agenda for Niagara, including its Destination Niagara strategy, which was announced last December by Premier Ford, as well as its ongoing work to build infrastructure and attract jobs and new investments to the region.

Accordingly, I would like to inform you that as Regional Chair, I will be initiating a process of consultation and review with local mayors to address these serious concerns. Specifically, I will be seeking their advice and input on reforms that are reflective and informed by local considerations, that provide taxpayers with better value and that support economic growth in Niagara. These include a reduction in the number of municipal Councillors and a municipal restructuring in the Region, including potential amalgamations.

This process would:

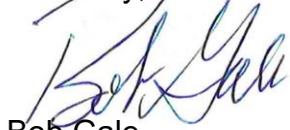
- Send a strong signal that Niagara is prepared to confront waste, abuse, and the cultures that allow them at a structural level, not just case by case;
- Create an opportunity to rationalize overlapping functions, reduce administrative duplication and bring large-ticket spending decisions into clearer focus for taxpayers; and,
- Align Niagara's governance with the province's broader objectives on housing delivery, infrastructure resilience, investment attraction, job creation and prudent fiscal management.

My goal, working closely with local mayors and communities, will be to propose changes that will also materially support the province's priorities on housing, transit and tourism. A rationalized structure would also enable a truly regional transit network, integrating local routes, inter-municipal services and GO Transit connections, so that new housing and key tourism nodes are supported by reliable, connected transit instead of being constrained by fragmented decision-making and competing local priorities. Niagara's residents are being asked to absorb higher costs of living, rising interest rates and significant uncertainty. They are entitled to a municipal governance structure that is lean, accountable and demonstrably serious about stewarding their tax dollars. The status quo has had many chances to prove itself. The evidence now points strongly toward the need for change.

I would welcome the opportunity to meet with you at your earliest convenience to discuss this review and to assist in next steps.

Thank you for your consideration.

Sincerely,



Bob Gale
Regional Chair, Niagara Region



Office of the Regional Chair | Bob Gale
1815 Sir Isaac Brock Way, PO Box 1042 Thorold, ON L2V 4T7
Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-685-6243
Email: Bob.Gale@niagararegion.ca
www.niagararegion.ca

February 5, 2026

Dear Niagara Region Mayors,

Enclosed, please find a letter that I have submitted to the Minister of Municipal Affairs and Housing in my role as Regional Chair, outlining the urgent need for municipal governance reform here in Niagara. This letter highlights the ongoing issues Niagara's fragmented, outdated and unwieldy governance structure continues to cause, including unsustainable tax increases that hurt residents and threaten the loss of jobs and investment, delayed decision making and a lack of coordination on priorities like transit, housing service delivery and economic development.

This letter makes clear the urgent need for change, but it also makes clear that any changes must be locally informed and supported here in Niagara. Based on previous consultations with many of you, and previous reports, I am deeply contemplating a 4-city or a 1-city model to maximize efficiencies and benefits to the communities we serve.

To that end, I am writing to you all to request your input and co-operation as we review potential governance changes to address the challenges our region faces. The changes under consideration should include but not be limited to a reduction in the number of municipal elected officials in the region - currently 126, which is more than the number of MPPs in the entire provincial legislature - as well as a potential municipal restructuring, including consideration of municipal amalgamations, that streamlines the governance process, reduces the size of government and brings taxpayers better value for money.

I welcome any written comments you wish to share with me. I recognize that there will be a range of views on the best path forward and I am committed to ensuring that Niagara's voice is clear, constructive and focused on better outcomes for our residents and businesses. To support swift consideration and implementation of potential changes, I will be submitting initial recommendations to the minister no later than the first week of March. **Please ensure you have communicated your feedback to me no later than Tuesday, March 3, 2026.**

The goal of these changes is simple: To adopt an outcome that is locally informed, that protects taxpayers and their hard-earned money, and that provides residents of Niagara with the best possible level of municipal services. Thank you to each and every one of you for the passion you show for your communities.

Sincerely,

Bob Gale
Chair, Regional Municipality of Niagara