



Port Dalhousie Secondary Plan and Heritage Conservation District Update Studies

Preferred Land Use Report - Draft

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Executive Summary

The Port Dalhousie community has a rich cultural and natural heritage that shapes this important waterfront area. The Commercial Core and Harbour area contains a diversity of industrial, commercial, residential, open space and recreational uses which create a dynamic environment that attracts both residents and tourists. The historic buildings and landscapes create a unique sense of place that forms the heart of the Port Dalhousie community and there are a variety of significant public views of the lake, pond, harbour and heritage landmarks.

The purpose of this Study is to prepare a Secondary Plan for the Commercial Core and Harbour area and create a new Commercial Core and Harbour Area Heritage Conservation District Plan. In 2003, under the Heritage Act, all buildings and lands in Port Dalhousie were designated a Heritage Conservation District and development is therefore subject to the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change. In 2005 the Ontario Heritage Act was revised to give greater strength to Heritage Conservation District Plans adopted under the new provisions and this Study provides a new Heritage Conservation District intended to be adopted for the commercial and harbour area under this new legislation.

The draft Secondary Plan addresses the policy framework established at the provincial, regional and local level and incorporates the findings of the Port Dalhousie Harbour Area Urban Design Study which made recommendations with respect to lands on the west side of the harbour area east of Lakeport Road.

The Study Process is being undertaken in 4 phases. Phase 1 included a review of background information and undertook a visioning exercise with the community. Phase 2 involved the development of alternatives for the study area and a public workshop was held to obtain feedback on those alternatives. Phase 3 provides for the preparation of a draft Secondary Plan and draft Heritage Conservation District Plan. Phase 4 will result in refinement and finalization of the documents based on public feedback.

Heritage Conservation District

A new Heritage Conservation District (HCD) Plan is being prepared under Section 41.1 of the Ontario Heritage Act for the Commercial and Harbour Areas. The existing HCD will be retained with the new HCD taking precedent over the old one.

There were a number of properties that were designated under Part IV of the Heritage Act but at the time were not able to be designated under both Part IV and Part V. In order to create the Heritage Conservation District they were undesignated under Part IV. The legislation has now changed to allow for designation under both Part IV and

Part V and it is therefore recommended that the City consider reinstating the Part IV heritage designations that were removed in order to create the original Heritage Conservation District.

The objectives of the new Heritage Conservation District are:

- to describe the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour Area;
- to propose methods by which the residents and the City of St. Catharines can effectively protect, conserve and enhance the cultural heritage value, cultural heritage resources, heritage character and heritage attributes;
- to enhance the vitality of the Core Commercial and Harbour Area by conserving its unique architecture and distinctive heritage fabric and its historic fine grained ownership patterns;
- to ensure that Official Plan and by-laws, including zoning by-laws, encourage conservation of the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour;
- to develop guidelines for conservation of the cultural heritage resources, heritage fabric, both buildings and landscape, as well as restoration and interpretation of lost features in both the public and private realm;
- to develop guidelines to maintain and enhance existing open space, sport and recreation areas that contributes to public understanding of the heritage attributes, as well as their conservation or restoration;
- to develop design guidelines which clearly define appropriate change, whether it is for altering existing buildings and landscapes or for new construction, both in the District and in areas adjacent to the District to ensure that new development, construction, public or private, will have no adverse effects upon the heritage character and heritage attributes of the district and will positively contribute to the character of the area;
- to develop design guidelines for the streetscapes, and harbour edges to strengthen their heritage character;
- to ensure conservation of archaeological resources, with particular regard for marine archaeology, indigenous culture, traces or artifacts, industrial remnants, and extant resources of the Welland Canal(s)
- to recommend efficient implementation and management procedures.

Contributing properties are those with features that define the heritage character and which retain sufficient original heritage attributes to allow for preservation or restoration. Non-contributing properties are those which do not have heritage character defining features or heritage fabric. As part of the detailed inventory of each of the existing buildings within the HCD, an analysis has been carried out that describes the property and identifies whether it is contributing or non-contributing.

The contributing properties have been identified as:

- 9 Lock Street – former Sterling Bank (Balzac's Coffee)
- 17 Lock Street – former Wellington Hotel (currently vacant)
- 12 Lakeport Road – former Stanton Grocery Building (Little India restaurant)
- 16 Lock Street – former Austin House hotel (currently vacant)
- Hogan's Alley
- 38 Lakeport Road – Murphy's Restaurant and Harbourfront Inn
- 57 Lakeport – Royal Canadian Legion Building
- 63 Lakeport Road – former Maple Leaf Rubber (Lincoln Fabrics)
- 52 Lakeport Road – former Muir Brother's Dry Dock (Dalhousie House)
- 69a Lakeport Road – Locktender's Shanty
- Lock No. 1 Third Welland Canal
- 48 Lakeport Road – former Johnson and Son's Shoes and Boots (Oasis Lakeside Pita)
- Lock No 1 Second Welland Canal
- 26 Lakeport Road Former – former Walkerly Building (Old Port Dairy Bar)
- 18a Lakeport Road – former Dwyer's Grocers (for lease)
- 14 Lakeport Road – former Stanton Brothers (Za Pizza Joint)
- Port Dalhousie Jail
- Lakeside Park
- Carousel Building
- Rennie Park
- Inner Range Lighthouse

Policy Framework

Based on the policy analysis, public input and evaluation of opportunities and constraints, a variety of options were examined to provide the basis for preparation of the Secondary Plan and establishment of the Heritage Conservation District Plan. The alternatives that were put forward are therefore based on a desire to retain and enhance the existing character within the Study Area. Based on public and staff feedback, a preferred approach has been identified and has been used as the basis for preparation of the Secondary Plan:

Land Use Recommendations

- Restrict the ground floor size of commercial floor plates to approximately 350 sq metres (3767 sq ft) in order to prohibit large format retail uses. This has been reduced from the alternative of 400 sq metres.
- Provide urban design policies to provide guidance for commercial massing.
- Require new development to provide ground floor non-residential uses immediately adjacent to Locke Street. Policy provisions would need to allow for a residential lobby area on the ground floor if needed.

- Restrict residential units from being located on the ground floor for new development that is not immediately adjacent to Locke Street, Lakeport Road or Hogan's Alley and require appropriate landscaping and building glazing treatments (ie windows and doors).
- Require the provision of public parkland and publicly accessible open space areas within the western harbour area and encourage indoor uses which interact with outdoor spaces or acquire within the harbour area and encourage appropriate glazing and landscaping treatments on adjacent private property facing parkland and trails.
- Utilize bonus zoning/section 37 options in exchange for community benefits for portions of the Port Place site and western harbour area. In addition to the benefits currently identified in the Official Plan, additional community benefits that may be appropriate for Port Dalhousie include:
 - Retention of the former jail building in its current location within an open plaza setting;
 - Enhancement of parkland facilities within the Port Dalhousie parks and harbour areas including increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art;
 - Provision of a new pedestrian connection between the east and west sides of the Port Dalhousie harbour;
 - Provision of new wayfarer signage for trails and walkways as well as gateway signage at the entrance to the Secondary Plan area.
- Investigate federal/provincial grants and/or infrastructure funding to attract or create desired tourist and recreational facilities.
- Explore options to increase commercial boat traffic, such as re-instating a cross lake ferry between Toronto and Port Dalhousie, perhaps in conjunction with other shore communities.

Built Form Alternatives

- Restrict building heights as illustrated on Schedule E5.

The heights that are proposed for the Harbour Area reflect the recommendations of the Harbour Urban Design Study.

The policy for the Port Place/ Union Waterfront site recognizes that the site has zoning permission for a 17 storey building which contains numerous desirable community benefits including provision of a hotel, theatre and improvements to the parking lot at Lakeside Park. The heights shown on Schedule E5 for the Port Place/ Union Waterfront site reflects the understanding that a new proposal is being planned for the site without a hotel and theatre. Maximum recommended heights on the site vary by area with a maximum height of 6 storeys with the ability to increase the height through the use of Bonus Zoning/Section 37 benefits. The use of Bonus Zoning/Section 37 has been recommended on the basis

that the Ontario Municipal Board decision for the property decided that additional height on this site was appropriate in the context of the overall proposal which provided important community benefits. The intent is to follow the spirit of that decision by allowing the potential for additional height if community benefits can be achieved. At the time of the Ontario Municipal Board decision, the City's Official Plan did not have policies allowing for the use of Section 37 but the new Official Plan now makes provision for its use.

- Require new buildings on Lock Street to frame the edge of the street with a minimum 2 storey height with setbacks beyond 3 storeys to reduce the massing at the street and thereby retain a more consistent and comfortable street wall height, maintain sunlight access and reduce uncomfortable wind conditions.
- Require new buildings on Lakeport Road south of Lock Street to provide appropriate setbacks to promote wider sidewalks and street boulevards.
- Restrict the width of new individual retail commercial units on the street to a maximum of approximately 12 metres to reflect a more fine grained scale of commercial units. Urban design policies also identify that careful attention be paid to datum lines, including rooflines, cornices, window alignment, and floor heights to help to create a consistent streetwall with an architectural style that reflects the existing mid-to-late 19th century vernacular buildings.
- Require setbacks or stepping down of heights and greater rear/side yard setbacks between commercial and residential and open space uses.
- Require urban design briefs in support of redevelopment applications that provide a shadow study and view corridor analysis.
- Maintain public ownership of and view corridors through Hogan's Alley to Lakeside Park and the water.

Study Area Boundaries

- Include the residential areas identified in the Study Area on the west side in the Secondary Plan but exclude them from the boundaries of the Commercial Core and Harbour Area Heritage Conservation District.
- Include lands on the west side of Michigan Ave within the Secondary Plan so that the Secondary Plan policies provide a frame of reference for review of any redevelopment on those properties.

Parking and Transportation Alternatives

- Providing additional on-street parking, where possible, on Lakeport Road, recognizing there will be challenges in providing this in conjunction with the bike lanes and restrictions posed by Regional roadway approvals.

- Providing additional parking, where possible, through reconfiguration or restriping within the parking areas on the west side of the Port Dalhousie Harbour.
- Provide a convenient link between the east and west harbour parking areas, by way of a water taxi, shuttle bus, or a pedestrian/multi-use bridge.
- Encourage active transportation during peak parking demand periods and events by providing infrastructure, programs and/or incentives such as, but not limited to: additional bike parking, bike valet and bike maintenance services, public transit incentives or increased and/or more direct service, improved lighting and wayfinding along multi-use facilities.
- For new development, encourage share parking resources where a mix of land uses is proposed in order to reduce the overall number of parking spaces, if appropriate
- Strongly encourage below grade parking or above grade parking structures that are screened by appropriate at-grade uses for new development.
- Consider off-site parking.
- Consider permitting reductions in parking standards where appropriate at the time of rezoning and encourage shared parking.
- Encourage landscape enhancements to existing surface parking areas.
- Increase the provision of publicly accessible bicycle parking spaces within the parks and harbour areas and work with the Port Dalhousie Business Association to provide publicly accessible bicycle parking spaces in appropriate locations in the commercial area.
- Paid parking at prime locations was suggested as an alternative but did not received public support and so has not been pursued.

Urban Design

- Align new buildings on Lock Street with the established setbacks to maintain a continuous streetwall. Maintain significant building setbacks on Lakeport Road (south of Lock Street), to maintain the alignment with the buildings to the north of Lock Street, and to protect the existing open character along this section of Lakeport Road
- Maximize views to Rennie Park and the historic Lincoln Fabrics building.
- Ensure new infill development on Lock Street and Lakeport Road is compatible with but does not mimic, existing buildings.
- Ensure development along Gertrude Street and Canal Street continues to reflect the established residential fabric.
- Restrict the ground floor height of new buildings on Lock Street and Lakeport Road to a minimum of 3.6 m to accommodate active retail uses and maximum of 6 m to prevent mezzanines that may not be in keeping with the character of the area.

- Encourage the floorplate of the tower element on the Port Place site not to exceed 650m² in order to limit the visual and shadow impact of the tower.

Other Recommended Changes

The adoption of a new Secondary Plan and Heritage Conservation District will provide the City with a much clearer framework and stronger legislative basis with which to evaluate new development applications. The terms of reference for this Study focused on the preparation of those two documents but in order to fully implement the proposed changes in the Secondary Plan and Heritage Conservation District, there are a number of other amendments or actions that the City may wish to consider.

The City's Zoning By-law is fairly recent and reflects the City's Official Plan. It is recommended that the Zoning By-law be amended to reflect specific policies being introduced in the Secondary Plan in order to ensure that the zoning is consistent with the new Secondary Plan policies. Those suggested changes are listed in Section 6.1 of this report.

It is recommended that the City establish Guidelines for Implementation of Height and Density Bonusing (Section 37 benefits) to provide additional detail and establish transparent and predictable requirements for the use of Section 37. A Guideline is not required by the Planning Act, but it is a useful tool for providing clarification with respect to both the process and the City's expectations.

Next Steps

A public workshop will be held to outline the findings of this report and invite public input into the draft Secondary Plan and Heritage Conservation District. Once input has been received, the draft Secondary Plan and Heritage Conservation District Plan will be finalized and presented to Council as part of Phase 4 of the study process.

1. Introduction

The Port Dalhousie community has a rich cultural and natural heritage and is among the best-preserved 19th-century canal villages in Canada, containing unique streetscapes, road patterns, waterfront access, broad vistas and significant views to the lake, pond, harbour and important heritage landmarks. The Commercial Core and Harbour area contains a mixture of industrial, commercial, residential, open space and recreational uses which create a dynamic environment that attracts both residents and tourists and the historic buildings and landscapes create a unique sense of place that forms the heart of the Port Dalhousie community.

The purpose of this Study is to prepare a Secondary Plan for the Commercial Core and Harbour area that addresses built form, land use, public realm, heritage, transportation and parking matters in order to provide an effective framework for redevelopment within the area. The Study also creates a new Port Dalhousie Heritage Conservation District Plan for the Commercial Core and Harbour Area. The existing Heritage Conservation District applies to both the residential and commercial areas of Port Dalhousie but the new Heritage Conservation District will focus on the commercial and harbour area.

The Secondary Plan and the Heritage Conservation District Plan will more clearly articulate the functions and built form of the Community Core and Harbour Area in the Port Dalhousie community, incorporate the results of the previously undertaken Port Dalhousie Harbour Area Urban Design Study and help to conserve the heritage resources.

1.1 Study Area

The Study Area primarily covers the non-residential portion of the Port Dalhousie community, including the historic Commercial Core, the Harbour Area (east and west sides), Lakeside Park and Rennie Park as well as small portions of adjacent residential areas. The boundaries of the Study Area are shown on Figure 1.

1.2 Study Process

The Secondary Plan and Heritage Conservation District study is being undertaken by consultants with assistance from a Staff Advisory Group which are providing guidance and technical input. The goal of the new Secondary Plan and Heritage District Guidelines is to assess the adequacy of the current land use designations and policies and existing Heritage District Guidelines and to update them to reflect existing circumstances, public input and the current regulatory and policy regimes. The new Heritage Conservation District Plan for the Commercial Core and Harbour Area will be

adopted under the Ontario Heritage Act 2005 to provide greater strength in ensuring the heritage resources are conserved and to coordinate with the Secondary Plan policies to ensure retention of the appropriate built form and character of the area.

The Study Process is being undertaken in 4 phases as follows:

Phase 1 – Background Analysis and Visioning

The background analysis involved a review of the relevant provincial, regional and municipal policies and their implications for Port Dalhousie. A community visioning exercise was held on June 21, 2016 at the Port Dalhousie Lyons Club Hall. A summary of the input that was received that night was provided in the Alternatives Report and is posted on the City's web site.

Phase 2 – Land Use, Heritage and Parking Alternatives

The second phase of the Study utilized the background information and public input derived from the work in Phase 1 to identify opportunities and constraints which were used as the basis for developing land use and policy alternatives for the Study Area, developing alternatives for addressing the Heritage Conservation District Plan and to assess parking constraints and alternatives.

The assessment of the existing parking facilities and their utilization and restrictions acknowledged the need to balance parking facilities within, and adjacent to open spaces, to promote use and viability of the Commercial Core, to foster alternatives modes of travel including walking, cycling, transit, buses, shuttles and water access while minimizing negative impacts on the public realm. The transportation assessment included a review of existing transportation systems highlighting current issues and opportunities to address issues, conflicts and opportunities to facilitate existing and future movements in the context of future transportation needs based on anticipated development.

The heritage attributes of the commercial area of Port Dalhousie were identified and draft guidelines have been developed to conserve the identified heritage attributes and the associated cultural heritage landscape of the canal village and to ensure protection that is consistent with the Ontario Heritage Act 2005 and the Provincial Policy Statement 2014.

The built form context and parameters within the Study Area were reviewed to address the protection and enhancement of the existing character of Port Dalhousie. The height and massing of buildings, pedestrian-scaled streetscapes, built form transitions to open spaces, waterfront views, topographic conditions, and integration of new buildings within the community were considered. The recommendations of the Port Dalhousie Harbour

Urban Design Study were also considered so that they could be incorporated at the policy level.

All of this analysis was compiled in a draft Alternatives Report and a public workshop was held on September 21, 2016 at the Port Dalhousie Lyons Club Hall to obtain public input on the alternatives that were presented. A summary of the input that was received that night is attached in the appendix of this report and is posted on the City's web site.

Phase 3 - Preferred Land Use and Heritage Alternative and Policy Formulation

The public input, policy analysis, opportunities and constraints analysis, and alternatives developed in Phase 2 have been used as the basis for developing a preferred approach. A draft Secondary Plan and draft Heritage Conservation District Plan have been prepared and are attached to this report. They will be presented to the public in a workshop format to allow for input and discussion.

Phase 4 - Final Reporting

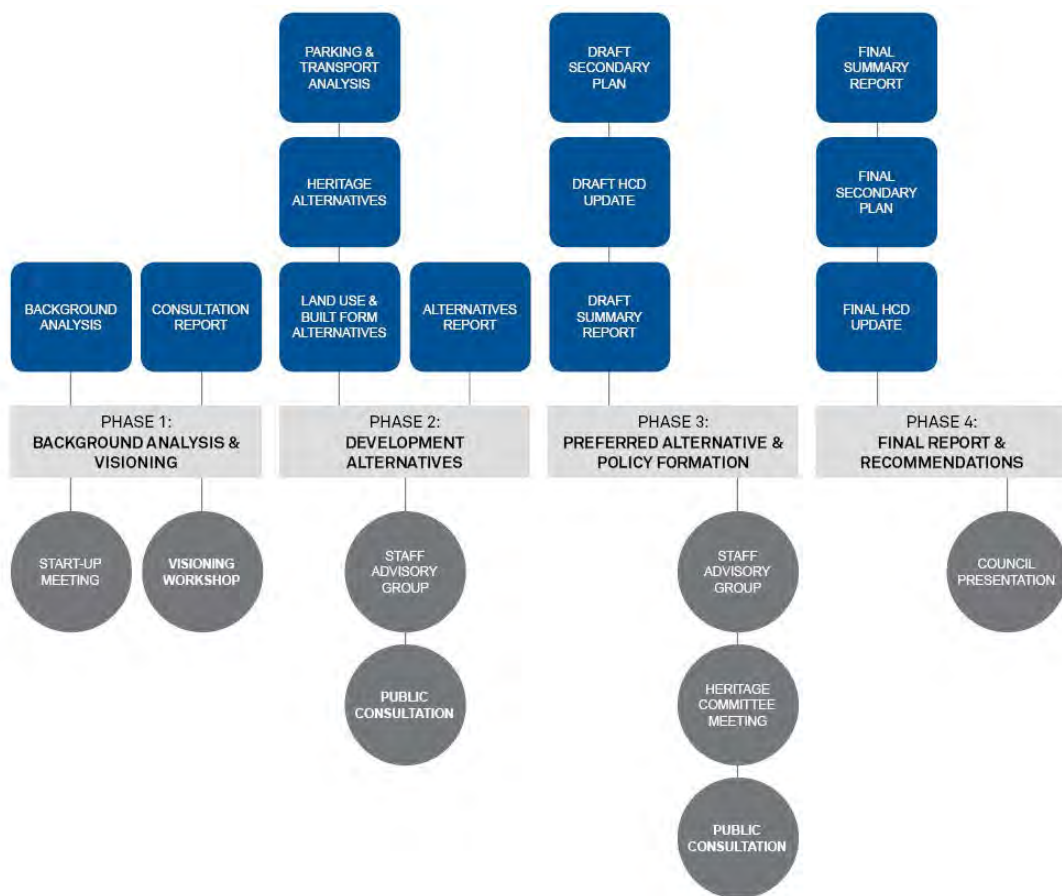
The draft Secondary Plan and Heritage Conservation District Plan will be revised based on the public input. The public and agency comments will be summarized and final recommendations related the Secondary Plan and Heritage District Plan will prepared. A final report which summarizes the information collected, the result of the public process and the recommendations will be prepared. The report will also include recommended changes to the Zoning By-law to implement the Secondary Plan. The recommended Secondary Plan and the Heritage District Plan update will be attached as appendices to the final report and the report will be presented to Council.

Public Engagement

There are a variety of opportunities for input and public engagement throughout the Study process. These will include:

- Meetings with the Staff Advisory Committee and Heritage Committee;
- Public Information Centres/Workshops at the end of each of the first three phases;
- Meetings and discussions with stakeholders; and
- Presentation to Council.

The following schematic diagram illustrates the Study Process



2. Heritage

2.1 Background

In 2003, under the Ontario Heritage Act, all buildings and lands in Port Dalhousie were designated a Heritage Conservation District (HCD). (See Figure 2 for the location of the Heritage Conservation District) All development is therefore subject to the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change. The Port Dalhousie Heritage District Advisory Committee was established in 2004, and is actively engaged in the retention, preservation and promotion of Port Dalhousie's cultural heritage.

The Port Dalhousie Heritage District Guidelines for Conservation and Change (Guidelines) for the HCD, were prepared by Archaeological Services Inc, L Alan Grinham Architect, Unterman McPhail Associates and Wendy Shearer Landscape Architects Limited in 2001, and adopted by the municipality in 2003. The Guidelines have been used to guide change in the District since their adoption and the municipality has found that they are generally effective in managing change in the residential area of the HCD, but additional protection is needed in the Commercial and Harbour Area.

The Guidelines were preceded by The Port Dalhousie Heritage Conservation District Study, prepared in 2000 by Archaeological Services Inc., Unterman McPhail, Wendy Shearer Landscape Architect, and includes an area history, a built form and heritage character assessment, a landscape assessment, and a boundary assessment. There is a great deal of historic information on the Commercial Core and Harbour Areas outlining the history of commerce and industry associated with the village growth and the changing alignments of the Welland Canal.

Since the creation of the Port Dalhousie Heritage Conservation District several changes have occurred that indicate that amendments to the heritage policies would be appropriate.

- Passage of the Amendments to the Ontario Heritage Act in 2005
 - Bill 60, the 2005 Amendments to the Ontario Heritage Act strengthened heritage protection in Ontario. In Part V, the section under which HCD's are regulated, there were new requirements for consistency in process and content in HCD studies and plans to create enforceable HCD plans. Prior to 2005 HCD plans were not required, were advisory only, and varied in standard. Bill 60 introduced several measures including:

- demolition control, requirements to create a plan for new HCD's, 41.1(1),
 - a process to adopt a plan for an existing HCD, 41.1(2),
 - requirements for municipal bylaw consistency with the provisions of an HCD plan, 41.2 ,
 - introduced the ability for a property to be protected under both Part IV (individual properties) and Part V (HCD), 41(2)
- Passage of the 2005, 2014 Provincial Policy Statement (PPS)
 - The 2005 PPS contained strong language stating that “significant built heritage shall be conserved”, and permitted municipalities to include language requiring development on properties adjacent to a heritage property to conserve the heritage attributes of the designated property.
 - The 2014 PPS added opportunities to create heritage policies regarding views to and from heritage property, as well as including emphasis on protection for aboriginal cultural heritage sites.
- 2009 OMB Decision regarding Port Place
 - This decision illustrated that the Port Dalhousie Guidelines lacked specific guidance on individual properties within the District. The decision led to permission for the demolition of 3 buildings in the Commercial Core area, as well as granting permission for a 17 storey tower in the generally 2-3 storey HCD.

Heritage Conservation District Update Alternatives

Based on these factors various options were examined for updating the heritage framework. These included:

1. Create an “Addendum” to the Existing Plan, ie amending existing Guidelines.
2. Amend the District Boundaries to Split the District into two, retain the existing Guidelines for the residential area, and pass a new HCD Plan under Section 41.1 of the Ontario Heritage Act for the Commercial and Harbour Areas with the option to amend the district boundaries to include lands east of the Harbour.
3. Amend the Boundaries to Remove the Commercial and Harbour Area from the existing HCD, and strengthen protection for the remaining heritage resources in the Commercial Area using Part IV designations.

Under the request for proposal for this Study, the consultants were asked to “update” the existing HCD plan, prepared under the pre-2005 Ontario Heritage Act to better

address the remaining heritage resources in the Central Commercial Area and the Study Area. The suggested approach was to add an “addendum” to the existing guideline. Through the RFP period the municipality became aware that an “addendum” approach was problematic. Adding to the plan constitutes amending the plan, requiring repeating the process used to create the plan, and would yield a document that had the same strengths as the existing plan, ie advisory to Council but not enforceable. The 2009 Ontario Municipal Board decision regarding Port Place identified significant gaps in the current HCD Plan, which should be addressed through adjustments in the Guidelines.

Prior to the adoption of the Heritage District Plan, several properties formerly designated under Part IV of the OHA, were de-designated in order to include them in the Heritage Conservation District because as noted above, prior to 2005, a property could not be designated under both Part IV and Part V. A plan passed under the 2005 OHA opens the opportunity to achieve more detailed protection for specific properties under Part IV. The properties within the Study Area that were de-designated are:

- Jail 11 - Main Street
- Commercial building - 18 Lakeport Road
- Commercial building - 38 Lakeport Road
- Lakeside Hotel - 16 Lock Street
- Carousel - 9 Main Street
- Dalhousie House - 50 Lakeport Road
- Locktender’s Shanty - 69A Lakeport Road

Based on a review of the options and discussions with staff and the public it was determined that a new Heritage Conservation District Plan adopted under the 2005 Heritage Act would be the best option to appropriately guide redevelopment in the commercial and harbour area. The existing Port Dalhousie HCD will remain in effect but where there is overlap between the old and new HCD, the new HCD will take precedence over it.

2.2 Draft Heritage Conservation District Plan

Under the Heritage Act, a heritage conservation district plan shall include:

- (a) a statement of the objectives to be achieved in designating the area as a heritage conservation district;
- (b) a statement explaining the cultural heritage value or interest of the heritage conservation district;
- (c) a description of the heritage attributes of the heritage conservation district and of properties in the district;
- (d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and

- (e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42. 2005, c. 6, s. 31.

Objectives of the new HCD Plan

The objectives of this HCD Plan are:

- to describe the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour Area;
- to propose methods by which the residents and the City of St. Catharines can effectively protect, conserve and enhance the cultural heritage value, cultural heritage resources, heritage character and heritage attributes;
- to enhance the vitality of the Core Commercial and Harbour Area by conserving its unique architecture and distinctive heritage fabric and its historic fine grained ownership patterns;
- to ensure that Official Plan and by-laws, including zoning by-laws, encourage conservation of the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour;
- to develop guidelines for conservation of the cultural heritage resources, heritage fabric, both buildings and landscape, as well as restoration and interpretation of lost features in both the public and private realm;
- to develop guidelines to maintain and enhance existing open space, sport and recreation areas that contributes to public understanding of the heritage attributes, as well as their conservation or restoration;
- to develop design guidelines which clearly define appropriate change, whether it is for altering existing buildings and landscapes or for new construction, both in the District and in areas adjacent to the District to ensure that new development, construction, public or private, will have no adverse effects upon the heritage character and heritage attributes of the district and will positively contribute to the character of the area;

- to develop design guidelines for the streetscapes, and harbour edges to strengthen their heritage character;
- to ensure conservation of archaeological resources, with particular regard for marine archaeology, indigenous culture, traces or artifacts, industrial remnants, and extant resources of the Welland Canal(s)
- to recommend efficient implementation and management procedures.

Statement of Cultural Heritage Value

The heritage value of the Port Dalhousie Core Commercial and Harbour Heritage Conservation District lies in its representation of the history and development of the commercial, industrial and recreation/tourism areas of the village of Port Dalhousie, from its inception as an important canal terminus sited at the junction of the 12 Mile Creek Valley and Lake Ontario, becoming a service location for the first three Welland Canals, and finally to a period of ferry and light rail serviced recreational and light industrial use in the early 20th century.

Port Dalhousie is among the best-preserved 19th-century canal villages in Canada, displaying unique streetscapes, road patterns, broad vistas and open views between buildings oriented to the canals, piers and lighthouses, boats in the harbour, and shorelines. It is also an area of high archaeological potential containing remnants of the three Welland canals and foundations of former industrial buildings. Even though the land has been much disturbed, as a former junction between waterways, and in the traditional territory of the Mississauga of the New Credit First Nation, there may also be First Nations archaeological deposits.

Beginning in 1826 as the northern entry of the First Welland Canal, the village of Port Dalhousie developed and prospered as the Lake Ontario terminus and service provider for the Second and Third Welland Canals until 1932. From the 1830s to the 1960s, shipbuilding, servicing and repairs were important industrial components, recognized throughout the Great Lakes region by the shipping industry.

Port Dalhousie has also been a popular tourist destination for over a century. Lakeside Park was established in 1902 as a private amusement park. Visitors were transported by ferries and light rail, most notably for Emancipation Day picnics held in the park for the Canadian and American black communities. The village is also associated with the historic Royal Canadian Henley Regatta, which has been held annually since 1903.

The Port Dalhousie Core Commercial and Harbour Heritage Conservation District preserves the historic street plan with its orientation to the canal(s) and harbour, the

shipyard and the lakeshore. The commercial core, the canal(s) and harbour area, the embankments, Lakeside Park and the beach, recreational boat mooring areas and the Royal Henley Regatta course have all been maintained as important heritage components.

Recent demolitions in the Commercial Core and Harbour area have diminished the legibility of the Port Dalhousie canal village cultural heritage landscape. The remaining structures have increased heritage value as authentic heritage attributes, and are therefore commensurately more important to conserve in their totality and in-situ.

Port Dalhousie Commercial Core and Harbour have contextual value conveying a strong sense of the original time and place of the development of the Welland Canal(s) and harbour area between 1826 and 1930's.

Conservation Intent

The conservation intent within the Port Dalhousie Heritage Conservation District is to maintain the existing stock of contributing commercial and industrial heritage buildings whether of high style architectural design or of vernacular construction. It is recognized that the heritage building stock is in various states of repair and maintenance. It is not the intent within the Port Dalhousie Heritage Conservation District to force property owners to restore their property. On the contrary the Port Dalhousie Heritage Conservation District seeks to ensure that when change is considered heritage buildings and their heritage attributes and/or materials are conserved as part of that process of change and development.

In the public realm the intent is to ensure conservation and enhancement of the contributing heritage resources identified in Heritage Inventory, Evaluation and Statements of Contribution with particular regard for the views and vistas described therein, as well as to improve the public realm in a manner consistent with the heritage character of the sub-district.

As individual owners or public agencies are in a position to undertake change, the District Guidelines assist in ensuring that change contributes to the conservation of the heritage fabric of the District. Over time, an accrual of small changes enhances the heritage character. The regulation of the District creates a stable environment in which owners can make appropriate investments in their properties with certainty, if they choose to do so. The Guidelines are intended to ensure that when work is undertaken, it contributes to the heritage character.

The heritage attributes on contributing properties must be retained and except in exceptional circumstances, proposals for their demolition will be refused. Guidelines for replacement buildings are intended only for situations where catastrophic or accidental

events or unpermitted actions have resulted in the loss of buildings on contributing properties or for the replacement of demolished non-contributing properties.

Proposals for new ancillary buildings or additions to buildings on non-contributing properties are to be in keeping with the District Guideline.

Heritage Attributes

Heritage Attributes that exhibit and contribute to the heritage value of the Port Dalhousie Core Commercial and Harbour Heritage District include:

Founding Landscape

- location on the peninsula between Lake Ontario to the north and Martindale Pond to the south, including the plateau, delta, and the sloped embankment between them
- legible distinction in the landscape, streetscape and building patterns on the “plateau”, “delta”, and “embankment” areas
- the embankment from the former Lakeshore and Creek edge is still evident between Lakeside Park and Rennie Park and the plateau, in the rise on Lock Street and Canal Street, and in the slope of Main Street and Hogan’s Alley

Villagescape

- the historic street plan bordering the canals, harbour and lakeshore
- pedestrian scale of the streetscape in the core commercial area
- canal village streetscapes in the commercial core, comprised of mid-to-late 19th century, one, two and three storey vernacular buildings, some with Italianate influences; these include, among others; the Jail (1845); Lion Hotel-formerly Wellington House (1877); Murphy’s Restaurant (1885) and Lakeside Hotel -formerly Austin House Hotel (1896), as well as several smaller commercial buildings along Lakeport Road (See 9.3 Heritage Inventory, Evaluation and Statements of Contribution)
- the fine grained property sub-division of commercial properties on Lock Street, and the west side of Lakeport Road offering opportunities for a variety of small independent businesses
- open and irregular placement of industrial buildings in relationship to former water courses and transportation routes
- Hogan’s Alley, a service lane for the former Front Street, now Lakeport Road, properties. The service lane has evolved into a pedestrian scaled route from Lock Street towards Lakeside Park with businesses fronting onto it. It offers remnants of the embankment slope and views out towards the lake
- low rise commercial buildings on the “delta” area oriented on Lakeport Road to the former Second Welland Canal
- views within, from and towards the HCD

Buildings

- shipyard building (Dalhousie House) c. 1865
- canal side industrial buildings (presently Lincoln Fabrics) c. 1900 and the much altered Legion Building
- low-rise commercial buildings organized along Lock Street and the west side of Lakeport Road in a traditional main street relationship

Canal Relationships

- structures directly related to the canal's era of Port Dalhousie 1820's to the present, such as the entry locks of the first three Welland Canals, The Jail, Locktender's Shanty, harbour and piers
- remnants of the first Welland Canal visible underwater offshore as well as buried in Lakeside Park
- surviving entry Locks from the 2nd and 3rd Welland Canals
- pier and canal edges providing docking for boating as well as promenade routes

Tourism

- historic park space and beach area at Lakeside Park, with vintage 1890's merry-go-round and picnic pavilion
- Rennie Park infilled area of former Muir Brothers Dry Dock
- 1903 historic recreational area of the Royal Canadian Henley Regatta and grandstand

Contributing and Non-Contributing Properties

Contributing properties are those with features that define the heritage character and which retain sufficient original heritage attributes to allow for preservation or restoration. Non-contributing properties are those which do not have heritage character defining features or heritage fabric. As part of the detailed inventory of each of the existing buildings within the HCD, an analysis has been carried out that describes the property and identifies whether it is contributing or non-contributing.

The contributing properties have been identified as:

- 9 Lock Street – former Sterling Bank (Balzac's Coffee)
- 17 Lock Street – former Wellington Hotel (currently vacant)
- 12 Lakeport Road – former Stanton Grocery Building (Little India restaurant)
- 16 Lock Street – former Austin House hotel (currently vacant)
- Hogan's Alley
- 38 Lakeport Road – Murphy's Restaurant and Harbourfront Inn
- 57 Lakeport – Royal Canadian Legion Building
- 63 Lakeport Road – former Maple Leaf Rubber (Lincoln Fabrics)

- 52 Lakeport Road – former Muir Brother’s Dry Dock (Dalhousie House)
- 69a Lakeport Road – Locktender’s Shanty
- Lock No. 1 Third Welland Canal
- 48 Lakeport Road – former Johnson and Son’s Shoes and Boots (Oasis Lakeside Pita)
- Lock No 1 Second Welland Canal
- 26 Lakeport Road Former – former Walkerly Building (Old Port Dairy Bar)
- 18a Lakeport Road – former Dwyer’s Grocers (for lease)
- 14 Lakeport Road – former Stanton Brothers (Za Pizza Joint)
- Port Dalhousie Jail
- Lakeside Park
- Carousel Building
- Rennie Park
- Inner Range Lighthouse

Areas Affected by the Guidelines

Nothing in these Guidelines is intended to prevent the building of additions, or alterations to the rear of properties that are permitted under the zoning bylaw, however, additions at the rear of properties must not be higher than the ridge of the main roofline of the property, or the top of a flat roof or roof parapet as seen from the public realm. The guidelines apply only to the public realm, to the exterior of private buildings and to landscaped areas that can be clearly seen from the public realm.

The following items are exempted from the need for a heritage permit:

- painting of wood, stucco or metal finishes,
- repair of existing features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances, windows, foundations, and decorative wood, metal, stone or terra cotta, provided that the same type of materials are used,
- installation of eavestroughs,
- weatherproofing, including installation of removable storm windows and doors, caulking, and weatherstripping, and
- installation of exterior lights.

The HCD provides general Guidelines dealing with building maintenance for the following:

- Masonary
- Roofing
- Windows
- Doors
- Verandahs

- Woodwork and Decorative Elements
- Paint
- Gutter, Eaves and Rain Water Leader.

The HCD provides guidelines for Commercial buildings dealing with:

- Storefronts
- Signage
- Upper Facades
- Infill

The HCD provides guidelines for Industrial buildings dealing with:

- Conservation
- Additions and Alterations
- Infill

The HCD provides guidelines for Landscapes/ streetscapes dealing with:

- Lock Street
- Lakeport Road
- Hogan's Alley
- Sidewalks on Lock Street, Harbour Edge and Walkways

The HCD provides guidelines for Parking dealing with:

- Lakeside Park Parking Lot
- Angle Parking Lakeport Road
- Parking Lots

The HCD also provides guidelines for Trees and Mechanical Services.

A draft Heritage Conservation District Plan and Guidelines is attached as Appendix A.

3. Public Input

3.1 Visioning Workshop

As part of the Study, a first round of public consultation was held in June 2016. The formal session began with a top priorities exercise and a consultant presentation, and then participants were split into smaller groups to undertake a group working session. The workshop concluded with each group reporting their findings to the plenary group, and the consultant team providing an overview of next steps.

Top Priorities Exercise

The following priorities were consistently noted during the top priorities exercise:

1. Enhance access to, and undertake improvements of, the piers.
2. Respect for cultural heritage through appropriate development (scale and design), views and vistas, and the creation of signage to indicate areas of historic significance.
3. Revitalization should occur on vacant lots and should focus on the creation of a diverse mix of retail uses including restaurants, cafes, clothing stores, theatres, etc.
4. The aesthetic quality of the streetscape should be improved through trees, landscaping, reducing street clutter, and through parks and street clean up (including Lakeside and Rennie Parks).
5. Improvements to cycling infrastructure through bicycle parking facilities and new and improved connections.
6. Adequate parking should be provided in the Commercial Core.

Visioning Exercises

The visioning exercises required participants to break into teams and answer questions about Port Dalhousie's existing opportunities and constraints using a group worksheet. The worksheet was divided into three exercises as outlined below.

Exercise 1 - About You

The visioning exercises began with a survey of the participants to determine how they use the Commercial Core and Harbour Area and their interests in the study.

Exercise 2 - What Makes the Commercial Core/ Harbour Area Special?

This question asked each group to state what they liked about the Commercial Core and Harbour Areas.

Exercise 3

Exercise 3 required each group to answer questions related to a broad range of topics regarding existing uses, future growth, and opportunities for revitalization. Key feedback included:

- Buildings & Heritage
- Land Uses
- Parks & Open Space
- Parking
- Walking & Cycling
- Tourism
- Harbour Activities
- Other Comments

A full summary of the feedback received from the Visioning Workshop is provided in Appendix C.

3.2 Alternatives Workshop

A second round of public consultation was held in September 2016. The formal session began with a consultant presentation providing an overview of the alternatives report, and then participants were split into smaller groups to undertake a group working session. The participants were asked to review potential alternatives in six key areas of the plan:

- study area boundaries,
- building height and massing,
- retail/commercial use,
- Lakeport road streetscaping,
- commercial core parking, and
- the heritage conservation district.

Each group was then asked to report their findings to the plenary group, and the meeting wrapped up with the consultant team providing an overview of next steps.

Item 1: Study Area Boundaries

Areas 1 and 2 (lands south and west of the commercial core as identified in Figure 1) contain residential properties. However, the Secondary Plan and HCD focus on commercial uses and open space areas. Given this disparity in uses, participants were invited to review the two options proposed to address these areas. Option 1 involved removing areas 1 and 2 from both the HCD and the Secondary Plan and Option 2 involved removing areas 1 and 2 from only the HCD but leaving them in the Secondary Plan. Area 3 (23 Michigan Avenue in Figure 1) is a large parcel abutting a swath of the open space within the study area. Participants were also given the opportunity to decide

whether or not Area 3 should then be included in the Secondary Plan so that the new policies can address any future redevelopment. Most workshop groups agreed that Areas 1 and 2 should be removed from the Heritage Conservation District, but remain part of the secondary plan, and almost all groups agreed that Area 3 should be added to the plan boundary.

Item 2: Building Height and Massing

Item 2 asked participants to consider three different aspects of height.

- The first aspect was the maximum height which would be allowed for different sections of the study area.
 - All nine groups were generally in favour of height designations that provided maximum heights for different areas of 1, 2 or 3 storeys.
 - Four groups were explicitly against the “5+ Storeys” designation, suggesting alternative maximum heights of 3 (two groups), 8 and 10 storeys respectively (though one group clarified that a 3 storey maximum does not include the Harbour Area, which should be left as shown at “2-8 storeys stepping down”).
 - The remaining five groups expressed some level of discomfort with the “5+ Storeys” designation, including:
 - Two groups noting that the “+” is too vague, particularly given the context of the Lincoln Fabrics building;
 - Three groups noting that 2-8 storeys might result in a wall of buildings on Lakeport Road. While not explicitly against the proposed height, these groups stressed the importance of built form policies.
- The second aspect of height was a minimum streetwall height of 2 storeys on Lock Street.
 - Some participants saw the streetwall as a favourable way to maintain the “village feel” in Port Dalhousie.
 - Two groups additionally suggested a maximum streetwall height, ranging between 3-4 storeys.
- The third aspect of height was the use of Section 37 which would allow for additional height in exchange for community benefits.
 - Two groups cited additional height allowances as a “slippery slope”, with one suggesting that Section 37 should only be used as a last resort.
 - Some participants complimented the idea of using Section 37 as a “good concept”, but requested more assurance that public process and input would be taken seriously in cases of additional height allowances.
 - One group also requested reassurance that the people engaging in negotiations with the developers who seek additional height would be “vigorous and skilled.”
 - Another group did not like the idea of giving developers “a blank cheque to alter heights to whatever they wish”.
 - Several groups were not convinced that the historic character could be maintained in the company of tall buildings. One group noted that even with a

set back or streetwall, a “17 storey building” (for example) would not be compatible with the “village-like setting”. Another group argued that “there aren’t any benefits that justify more than 3-4 stories in this historical area [because] historically there were not 12 storey buildings.”

- The only group who explicitly agreed with using Section 37 requested parking, a theatre, a hotel, parkland, a children’s playground and public art as the specific amenities that would be provided in exchange for additional height.

Item 3: Retail/Commercial Uses

Participants were asked to choose among three options for preserving the fine grained commercial uses that characterize the historic Commercial Core. Options included restricting the ground floor of commercial buildings to 400m² to restrict large format retail uses; restricting the width of new retail units to 12m (maximum) to reflect a more fine-grained scale; providing additional urban design guidelines to reinforce the fine-grained form of development. All of the groups wanted to incorporate all three recommendations. One group wrote that the recommendations could: “provide more variety and prevent late night vandalism.” Another group requested small store fronts be incorporated as part of the effort to maintain the fine-grained character.

Item 4: Lakeport Road and Streetscaping

Item 4 asked participants to consider the building setbacks south of Lock Street on Lakeport that maintain the wide, open streetscape approaching the Commercial Core. All groups agreed that the new buildings on this stretch of Lakeport should continue to provide appropriate setbacks to promote wider sidewalks and street boulevards.

Additional responses are recorded below:

- Some participants requested more trees, planters and grass to line Lakeport Road, or that it be treated as “open, green, historic parkland” with emphasis on the vista.
- One group commented that the “corner is tight”.
- Reflecting the “village core” along Lakeport Road stood out as a desire for one group.
- Some participants wanted enhanced access to the canal from Lakeport Road.

Item 5: Commercial Core Parking

Limited parking during peak periods has arisen as a concern for Port Dalhousie. Item 5 asked participants to review a number of preliminary opportunities for improving parking. Options included additional on-street parking on Lakeport Road, reconfiguring the Lakeside Park lot, linking the east and west harbour parking areas, encouraging active transportation, organizing mixed use development to share parking, and considering paid parking in prime locations. Most groups expressed a preference for reconfiguring the Lakeside Lot, linking east and west harbour parking areas and encouraging more active transportation. A few groups liked the opportunities

for shared parking and paid parking, with only one group noting their preference for adding on-street parking on Lakeport Road. However, many groups were notably opposed to considering paid parking.

- Participants made their opposition to paid parking known by commenting on the boards. One group called the option: “too much like privatization and monetization of public space,” with another group arguing that “the people of Niagara should be able to enjoy Lakeside Park [and benefit from] safe parking sites”. Even one of the two groups to select paid parking as a potential opportunity commented that planners: “Must really be careful with paid parking and get community input.”
- Many groups were notably excited about a possible link between the east and west areas although one group referred to the option as a “pipe dream” but maintained that they would still like to see it happen.

Item 6: Heritage Conservation District

Due to the existing Heritage Conservation District’s (HCD) limited guidelines on protecting and preserving the historic Commercial Core, item 6 gave participants the opportunity to review two recommendations for strengthening the commercial core’s heritage policies. The first option would split the HCD into two areas (one residential and one commercial). The existing policies could remain in the residential area, while a new HCD plan covering the Commercial Core and Harbour Area would be created according to the updated 2005 Heritage Act. The second options would remove the Commercial Core and Harbour area from the HCD completely and use Part IV designations to strengthen protection for individual buildings. The groups all expressed a preference the first option.

- Some participants were still unsure about the options, despite the groups’ seemingly unanimous support of the first option.
- After choosing option one, two groups asked to still consider individual designations or incorporating Part IV incrementally.

A full summary of the feedback received from the Alternatives Workshop is provided in Appendix D.

3.3 Public Submissions

In addition to the public workshops that were held, two letters were also received which provided input to the alternatives that were presented. Copies of the letters that were submitted are attached in Appendix E.

4. Transportation and Parking Analysis

As noted above, the availability of parking has consistently been identified as an issue within the Study Area and as a result, part of the study process involves an analysis of the existing transportation and parking circumstances and options that are available to address the issue.

In looking at the current access to the Study Area from outside, the key routes into Port Dalhousie are via Third Street Louth or Martindale Road to Main Street, or via Ontario Street to Lakeport Road. Automobile trips arriving from all directions and destined to Lakeside Park utilize up on Lakeport Road and Lock Street.

Port Dalhousie is served by public transit Route 1/6, which travels on a loop from downtown St Catharines to Port Dalhousie. Weekday service is operated at a 30 minute frequency. Evening and weekend transit service is provided by Route 101/106, with a frequency of 60 minutes on weekday and Saturday evenings, and every 30 minutes on Saturday and Sunday daytime.

With respect to active transportation, Port Dalhousie can be accessed from the Waterfront Trail, which passes along Dalhousie Avenue to Lakeside Park, and then to Lakeport Road and to the east side of the harbour via Lighthouse Road. There are also formal bike lanes along Lakeport Road, starting from Lock Street and continuing east out of Port Dalhousie.

Public parking is available on both the west and east sides of the Port Dalhousie Harbour. The most convenient and well-used lot (± 245 spaces) is located next to Lakeside Park lot directly adjacent the Carousel, and local retail and restaurant services. Small parking lots exist adjacent to Rennie Park, the Waterfront Trail on the west side of the harbour, and a large lot is provided (± 275 spaces) adjacent the Port Dalhousie Marina on the east side of the harbour. Metered on-street parking is also available on Lakeport Road and Lock Street. There are several small private parking areas that serve patrons and/or employees of local business, such as the Legion, Pier 61 Bar & Grill, Lincoln Fabrics, retail and Tim Hortons at 50 Lakeport Road, and marina related business on the east side of the harbour.

Both marina and non-marina related parking demands in the Study Area were counted on the following dates to compare to and supplement earlier parking survey data contained in the Port Dalhousie Parking Study prepared by Paradigm Transportation Solutions Limited (PTSL) in 2005:

- Thursday, July 21, 2016: 11am - 7pm
- Saturday, July 23, 2016: 11am – 10pm
- Tuesday, August 2, 2016: 5pm – 9pm

Results of these surveys suggest that public parking areas on the west side of the harbour continue to be well used, reaching 90 to 100% of their capacity on summer weekends. The Lakeside Park parking and Lakeport Road on-street parking also consistently reach capacity on weekday evenings. Private business parking lots on the west side of the harbour are also well used on both summer weeknights and weekends (near or at capacity).

Parking on the east side of the harbour has considerable capacity to accommodate more vehicles, reaching 36% of its capacity on summer weekends and 22% on weekday evenings on the observed dates. While there is surplus parking available in this location, the parking is less convenient for patrons destined to the west side of the harbour (an approximate 20 minute walk along the waterfront from the furthest east harbour or a short bike ride along the Waterfront Trail/Lakeport Road bike lanes).

The existing road network, waterfront trails, and public transit provide for a number of active transit opportunities to travel to/from Port Dalhousie and/or between the east and west sides of the Port Dalhousie Harbour. Convenience parking is well used during the summer.

A summary of the parking utilization locations and rates as well as more detailed analysis of parking recommendations and the time of day capacity is provided in the report prepared by BA Consulting attached in Appendix F.

Conclusions

Parking and transportation alternative recommendations include:

- Providing additional on-street parking, where possible, on Lakeport Road, recognizing there will be challenges in providing this in conjunction with the bike lanes and restrictions posed by Regional roadway approvals.
- Providing additional parking, where possible, through reconfiguration or restriping within the parking areas on the west side of the Port Dalhousie Harbour.
- Provide a convenient link between the east and west harbour parking areas, by way of a water taxi, shuttle bus, or a pedestrian/multi-use bridge. This service could be provided in conjunction with charging for parking on the west side of the harbour and/or a cash-in-lieu or Section 37 agreement.
- Encourage active transportation during peak parking demand periods and events by providing infrastructure, programs and/or incentives such as, but not limited to: additional bike parking, bike valet and bike maintenance services, public transit incentives or increased and/or more direct service, improved lighting and wayfinding along multi-use facilities.

- For new development, seek a mix of land uses that can effectively share parking resources, and implement parking maximums and shared parking in the zoning by-law.
- Recognizing that public parking supply is limited and land development and increased attendance at, and frequency of, events may result in increased parking demands, consider paid parking on the west side of the harbour in conjunction with free parking on the east side in conjunction with improved pedestrian connections between the east and west side of the harbour as noted in conclusion 4 above.

5. Secondary Plan

The purpose of this study is to develop a Secondary Plan in conjunction with a Heritage Conservation District for the Commercial Core and Harbour Area so that the two processes move forward together and provide an inter-related framework for the future of Port Dalhousie that respects and retains its unique character, built form and heritage. As discussed above, a draft Heritage Conservation District has been prepared for the Port Dalhousie Commercial Core and Harbour Area and the objectives and guidelines from that study help to inform the Secondary Plan.

Public input is also a critical component of the study process and as noted above, public workshops have provided feedback on the alternatives that have been developed. These factors as well as the background analysis outlined in the Alternatives Report have provided the basis for the preparation of a draft Secondary Plan.

The Study has focused on a number of aspects including land uses, built form, open space, heritage, water access and views, and transportation and parking to provide the basis for the draft Secondary Plan. A copy of the draft Secondary Plan is provided in Appendix B and the proposed policies are described below.

5.1 Land Use Policies

The lands that are currently designated Community Commercial currently contain a wide variety of uses and this variety contributes to the vibrancy of the commercial core. It appears that the public generally supports the variety of land uses that currently exist in the Study Area and that they reflect the history of the area. As a result, no significant changes are recommended to the land use permissions within the commercial designation other than some further refinement to the mix and parameters associated with those permitted uses.

In order to maintain an active and engaging streetscape it is important that retail uses be located at street level. As a result, it is recommended that new development in the area west of Lakeport Road and north of Gertrude Street be required to provide ground floor non-residential uses adjacent to public street or lanes. The draft policies permit residential lobby if required. This would be a shift in the existing policies which restrict residential dwellings from locating on the ground floor.

The Official Plan currently permits medium and high density residential uses. The proposed policies do not categorize the residential uses as either medium or high density as, given the physical context and character of the area, it is expected that the

number of units will be dictated by the built form that is appropriate for the site rather than a density number per se. There has been limited residential development in the Commercial Core to date and it should be recognized that as infill and redevelopment occurs there may be an increase in amount of residential development within the Core which would shift the balance away from the historic uses. This may be seen as a positive change which provides a greater customer base for local businesses or it may have the potential to modify the character of the core and exacerbate conflicts between commercial and residential uses (ie noise and traffic concerns).

One of the important characteristics of commercial development in the Core is the fine grained scale of the uses. In order to ensure that the size of new commercial uses is in keeping with the existing character, it is proposed that the ground floor size of commercial floor plates be limited to approximately 350 sq metres (3767 sq ft) in order to prevent large format retail uses. It was originally proposed in the Alternatives Report that the size be restricted to 400 square metres and while the public fully supported the idea of restricting the size of commercial uses in the Core, some of the feedback indicated that 400 square metres was considered to be too large and so it has been reduced. The policies indicate that the maximum size will be approximate to allow some minor flexibility at the zoning stage. In addition to restricting the size of the floorplate, there are also urban design policies that provide guidance for building design to further assist in ensuring that the massing and scale of new development is appropriate.

The Harbour Urban Design Study that was carried out for the area east of Lakeport Road on the west side of the Harbour made a number of recommendations with respect to the activities in that area and how new buildings should be sited and massed. Given the importance of the Lincoln Fabrics building, adaptive re-use of the existing building is strongly encouraged and it should remain the tallest building in that area. The Study recommended that year round activity should be facilitated in the Harbour Area and that this could be better achieved by requiring the provision of publicly accessible open space areas and encouraging indoor uses which interact with outdoor spaces. These recommendations are reflected in the draft Secondary Plan policies by requiring the provision of public parkland within the harbour area and encouraging appropriate glazing and landscaping treatments on adjacent private property facing parkland and trails.

The Secondary Plan policies dealing with the Harbour Study Area also indicate that buildings should respect the historic building scale and massing and be encouraged to step down heights towards the north. New buildings should have a minimum height of two storeys and provide facades that address both Lakeport Road and the waterfront. Development should also preserve view corridors towards the water through appropriate building alignment and massing. The industrial character of the area should be maintained and the original canal alignment should be acknowledged.

Land use policies dealing with the site known as Port Place retain the permissions granted by the Ontario Municipal Board decision but new policy also indicates that should development of the property not proceed in accordance with the Ontario Municipal Board approval, any new development applications will be reviewed in the context of the current policy framework.

5.2 Built Form Policies

The existing built form in Port Dalhousie reflects its historic roots. The commercial area reflects a typical main street built form with a diversity of ground oriented buildings that provide for an engaging and walkable streetscape. The harbour and lakeside areas provide a variety of commercial, industrial and open space activities and views that establish the community's relationship with the water which is a fundamental foundation of Port Dalhousie's character and a main component of its tourism draw. Feedback from the public during the Visioning exercise indicates that the community embraces its character and as a result, new development should be sensitive to the scale and design of the existing built form.

As a result, policies indicate that the height of new buildings will be in keeping with the character of the area, while recognizing previous permissions have granted for certain sites within the Study Area and that additional analysis has been undertaken in the western harbour area since the Official Plan was adopted.

Maximum building heights are illustrated on Figure 9. The heights that are proposed for the Harbour Area are in keeping with the recommendations of the Harbour Urban Design Study.

Development on the Port Place/ Union Waterfront site west of Lakeport Road, north of Lock Street, was approved by the Ontario Board with Final Orders issued on May 14, 2010, and August 3, 2010 under Case No. PL060850. The decision indicates:

- a) a multi-use commercial/residential building is permitted having a 17 storey height limit to a maximum of 62 metres, provided that:
 - i) the residential component is part of a multi-use commercial redevelopment scheme including retail, office, restaurant, hotel and theatre uses, and
 - ii) appropriate development standards are established in the related zoning amendment, site plan agreement, heritage easement

agreement and any other approval or applicable development agreement, and

- iii) a Holding (H) designation shall be applied to the residential component; and buildings and structures may be erected on the subject lands prior to the removal of the specific Holding (H) designation, however, the residential component shall not be used for residential purposes until such time as the provisions of the zoning by-law are met, including all conditions related to the Holding (H) conditions.

This decision to allow for increased heights and density appears to have been based on the proposal including community benefits for the area which would support economic development and tourism in Port Dalhousie including the provision of a hotel, theatre and improvements to the parking lot at Lakeside Park.

The heights shown for the Port Place site and the policies in the draft Secondary Plan state that notwithstanding the heights shown on the Schedule that heights permitted by the Ontario Municipal Board for that specific proposal continue to be recognized; however the heights on Schedule 5 reflect the understanding that a new proposal is being planned for the site without a hotel and theatre which will therefore require an Official Plan amendment. As a basis for reviewing any future Official Plan amendment, the recommended heights would permit a maximum height of 6 storeys with the ability to increase the height through the use of Bonus Zoning /Section 37 community benefits. This would appear to reflect the spirit of the Ontario Municipal Board decision that additional height may be appropriate where important community objectives and benefits can be achieved (and subject to a thorough evaluation of the specific proposal).

The maximum height that was considered for the Port Place site under the Alternatives Report was 8 storeys with an ability to increase the height to 12 storeys through the use of Bonus Zoning /Section 37 but many members of the public expressed concern over those heights. As a result, the location where additional height is appropriate has been refined and the recommended maximum height has been reduced to 6 storeys with no upper limit defined with Bonus Zoning /Section 37 as the maximum height should be tied to the extent of community benefits which have not been identified at this time.

Through the use of Bonus Zoning /Section 37, the intent is to allow the developer and the community to share in the increased value of the development. The method for evaluating the amount of community benefit is normally not fixed by a specific formula, but is negotiated between the local municipality and the developer. Bonus zoning allows the developer to gain additional value in the form of more height in exchange for providing the municipality with additional value in the form of community benefits which would have otherwise not been included in the proposal.

The current Official Plan policies allow for the use of Bonus Zoning /Section 37 and indicate that community benefits may include but are not limited to:

- a) Provision of public access, pedestrian and vehicular, to public facilities and sites.
- b) Protection and/or enhancement of natural areas, features and functions.
- c) Affordable housing for low and moderate income groups, or special needs groups.
- d) Provision of public parking; underground or structured parking, transit facilities and amenities.
- e) Conservation, protection or preservation of structures and sites of cultural heritage value or interest.
- f) Provision of community and open space facilities, such as community and recreational facilities, community or roof top gardens.
- g) Parkland beyond the minimum requirements of this Plan.
- h) Active transportation routes and public space, and connections to external active transportation routes and trail systems.
- i) Sustainable, energy efficient building and site design; LEED certification or equivalent.
- j) Provision of public art.

In addition to those Bonus Zoning /Section 37 benefits identified in the Official Plan, the draft Secondary Plan adds the following community benefits for Port Dalhousie:

- Retention of the former jail building in its current location within an open plaza setting;
- Enhancement of parkland facilities within the Port Dalhousie parks and harbour areas including increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art;
- Provision of a new pedestrian connection between the east and west sides of the Port Dalhousie harbour;
- Provision of new wayfarer signage for trails and walkways as well as gateway signage at the entrance to the Secondary Plan area.

In applying Bonus Zoning /Section 37 benefits, it is recommended that the City establish a framework that would be used to the way its implemented and the way the value of Section 37 benefits are calculated. This is discussed further in Section 6 of this report.

Given the overall low rise nature of this historic area, it is recommended that the use of Bonus Zoning /Section 37 be limited to specific portions of the Port Place site and the Harbour Study Area where additional height may be appropriate. In order to ensure that the increased heights permitted through the use of Bonus Zoning /Section 37 is appropriate, the Secondary Plan policies indicate that the development must:

- represent good planning, and meet the intent of the Official Plan including any supporting studies;
- not compromise the character of the neighbourhood or the design of the building;
- have adequate infrastructure to support the development;
- provide setbacks beyond the street wall and that the setbacks increase as building height increases; and
- be compatible with the existing surrounding buildings and streetscapes.

The City's Official Plan policies already indicate that the City will have a Bonus Zoning /Section 37 agreement that is registered against the land to which it applies for development which has been given increased height in exchange for community benefits.

In addition to looking at overall maximum height the Secondary Plan has considered height at the street line. Traditional main street locations typically have 2 to 3 storey buildings built right up to the edge of the street and Lock Street reflects that circumstance. In order to maintain that main street character it is recommended that new buildings on Lock Street be required to frame the edge of the street with a minimum 2 storey height. Above 2 storeys buildings will be required to step back beyond the street wall to reduce the massing at the street and thereby retain a more consistent and comfortable street wall height, improve sunlight access and reduce uncomfortable wind conditions.

The heritage character of the streetscape also includes an historic fine grained nature of commercial uses. In order to ensuring that massing and scale of new development respects that character, it is recommended that the width of new individual retail commercial units will be restricted to a maximum of 12 metres on the street to reflect the historic scale of commercial units. Urban design policies also identify the built form parameters which will reflect and reinforce the fine grained form of historical commercial development.

The buildings along Lakeport Road were originally adjacent to the former canal location but are now further removed from Lakeport Road. In order to maintain the historical relationship of the buildings to the street and improve the pedestrian experience on Lakeport Road in this area, it is recommended that new buildings on Lakeport Road south of Lock Street be required to provide appropriate setbacks that promote the opportunity to provide wider sidewalks and street boulevards.

In order to ensure that there is an appropriate transition between the commercial areas and the residential and open space areas it is recommended that setbacks or stepping down of heights be provided between the commercial development and adjacent

residential and there be greater rear/side yard commercial building setbacks from residential property lines.

The provision of parking is important for businesses in the area but it must be balanced with the impact of parking on the streetscape which attracts visitors to the area. In order to help ensure that the streetscape is engaging, pedestrian friendly and in keeping with the character of the community the impact of parking should be minimized. Where feasible, parking for new development should be provided below grade or in above grade parking structures that are screened by appropriate at-grade uses to ensure parking facilities are not visible from the public realm. In addition to these provisions, permission can also be considered for off-site parking or reductions in parking standards.

Views and vistas are an important defining feature of the community and so maintenance of those views and vistas to the water and other important community elements is recognized in policy and a map illustrating current views that should be maintained has been provided in the appendices to the Secondary Plan. The view map is intended to be for information purposes and is not a statutory schedule.

Maintaining appropriate access to sunlight particularly on public spaces is also important and as a result, urban design briefs may be required in support of redevelopment applications that provide a shadow study and view corridor analysis.

5.3 Parks and Open Space

There are a variety of water related activities including swimming, fishing, boating, rowing, and cruises which act as a significant recreational draw to the area and the City will encourage the continuation of those uses and associated facilities. It is recommended that user experiences and facilities be enhanced at the existing parks and open space areas through provisions such as increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art.

5.4 Urban Design

As new development occurs, it is important that the character of Port Dalhousie is retained through the placement, design and interface of new buildings, open spaces, and pedestrian connections. New infill development on Lock Street and Lakeport Road should be compatible with, but not mimic, existing buildings and it will be important to pay careful attention to datum lines, including rooflines, cornices, window alignment, and floor heights to help to create a consistent streetwall. The architectural style should

reflect the existing mid-to-late 19th century vernacular buildings that are prevalent in the Commercial Core, and address the Building Guidelines in Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Guidelines.

New buildings on Lock Street and Lakeport Road should have a ground floor height of not less than 3.6 m to accommodate active retail uses and should have a maximum height of 6 m to restrict mezzanines that may not be in keeping with the character of the area. Servicing and loading facilities should be located at the rear or side-yard, and screened from public view.

Landscape design is also a key component of the character and so need to be considered comprehensively. It should integrate key site conditions, including the change in grade toward Lakeside Park. Where buildings back onto internal open spaces, including Hogan's Alley, the rear of the building should reflect the same level of design as the front. The rooftops of podiums within larger developments should be used to provide additional private outdoor amenity space.

On the east side of the harbour opportunities to mitigate the impacts of large surface parking areas should be explored, including the introduction of Low Impact Development technologies and practices. Where new buildings are proposed, they should frame Lighthouse Road, while providing a strong connection to the harbour, provide a pedestrian-scale through low rise heights and built form setbacks and have significant landscaping.

5.4 Study Area Boundaries

The boundaries for the Secondary Plan Study and Heritage Conservation District update were identified by the City at the initiation of the project with the understanding that they could be refined as part of the study process.

The heritage conservation district update will only address the commercial areas not the residential area. The boundaries of the Study Area currently include some single detached residential dwellings which will not be included in the heritage conservation district update.

The boundaries on the west side of the Study Area have been retained for the Secondary Plan in order to provide a residential context for the commercial area and allow for policies which address the transition between the commercial and residential areas.

The lands on the west side of Michigan Ave, may have redevelopment potential for something other than single detached house. Given the extent to which this area helps

to frame the eastern boundary of the harbour area it is important that any development there respect the character and the views of the harbour. It is therefore recommended for inclusion in the Secondary Plan area to address potential heights and limit visual impact within the Heritage Conservation District. Policies dealing with the residential areas encourage the retention and restoration of the existing houses and where new infill housing occurs, it should be of a scale, height, type and density to complement existing housing stock, streetscapes and neighbourhood pattern.

6. Other Recommended Changes

The adoption of a new Secondary Plan and Heritage Conservation District will provide the City with a much clearer framework and stronger legislative basis with which to evaluate new development applications. The terms of reference for this Study focused on the preparation of those two documents but in order to fully implement the proposed changes with the adoption of the Secondary Plan and Heritage Conservation District, there are a number of other amendments or actions that the City may wish to consider.

6.1 Zoning By-law Amendments

The City's Zoning By-law is fairly recent and reflects the City's Official Plan. As new policies are proposed through the Secondary Plan a number of zoning changes should also be introduced to ensure that the zoning is consistent with the new Secondary Plan policies.

The following changes are recommended:

C2-9 zone

- Remove the prohibition of ground floor dwelling units and replace it with a prohibition of all ground floor residential uses except for lobby and building management uses
- Delete motor vehicle gas station, motor vehicle repair garage and motor vehicle sales /rental service centre as permitted use
- Establish a maximum height of 10 m
- Establish a minimum building height of 6.0 m
- Establish a maximum ground floor area for retail stores of 350 sq m
- Establish a maximum width of retail stores on the ground floor of 12 m
- Prohibit drive through facilities

C2-10 zone

- Prohibit ground floor dwelling units
- Delete motor vehicle gas station, motor vehicle repair garage and motor vehicle sales /rental service centre as permitted uses
- Establish a minimum building height of 7.5 m
- A setback of a minimum of 3.0 m above the 3rd-storey on all building sides;
- Establish a maximum ground floor area for retail stores of 350 sq m
- Establish a maximum width of retail stores on the ground floor of 12 m
- Prohibit drive through facilities
- Require a minimum 4.8 m setback from Lakeport Road

Create a new C2-XX zone for the Lincoln Fabrics site

- Permit administrative offices of a marina and boat slips and hotel / motel
- Prohibit ground floor dwelling units
- Delete motor vehicle gas station, motor vehicle repair garage and motor vehicle sales /rental service centre as permitted uses
- Establish a maximum building height of 25.5 m
- Establish a minimum building height of 7.5 m
- Establish a minimum ground floor height of 3.6 m and maximum of 6 m.
- Require a minimum 4.8 m setback from Lakeport Road
- Establish a maximum ground floor area for retail stores of 350 sq m
- Establish a maximum width of retail stores on the ground floor of 12 m
- Prohibit drive through facilities

C2-132 Zone

- Establish a maximum height of 8.0 m

G3 Zone

- Decrease the maximum permitted height to 9.5 m

Other Zoning Provisions

The Zoning By-law currently has provisions that require the provision of bicycle parking facilities. The provisions related to apartment buildings do not apply until there are 10 or more dwelling units. There is no reference to mixed use buildings so it should be clarified that when residential dwelling units are provided in a mixed use buildings that the same provisions apply. The provision also state that the bicycle parking shall be provided at the principal entrance to the building. In Port Dalhousie it may be appropriate to provide it underground or in other locations where there are limited sidewalk widths or other similar restrictions.

6.2 Other Changes

Bonusing/ Section 37

As noted above, it is recommended that the City establish Guidelines for Implementation of Height and Density Bonusing (Section 37 benefits) to provide additional detail and establish transparent and predictable requirements for the use of Section 37. A Guideline is not required by the Planning Act, but it is a useful tool for providing clarification with respect to both the process and the City's expectations. A number of municipalities have adopted such Guidelines including Mississauga, Vaughan, Ottawa, Markham and Burlington. The City may wish to include a description of who manages the process, when the agreement is entered into, how cash is used

and the value sought from the community benefits. Some municipalities are looking for a percentage of the increased value. The increased value due to the increased height can be determined by a real estate appraisal and for example Aurora seeks 25 to 35% of the increase in land value resulting from the bonusing. The City may also wish to consider if the Section 37 appraisal is dealt with in phases if the development proceeds in phases.

Bicycle Parking

In order to improve bicycle parking throughout the Secondary Plan area the City is encouraged to work with the Port Dalhousie Business Association to provide publicly accessible bicycle parking spaces. The City is also encouraged to continue to improve dedicated on and off-street bike lanes/paths.

7. Next Steps

The Port Dalhousie Secondary Plan and Heritage Conservation District Studies are being undertaken to provide a comprehensive foundation for maintenance of the historic character of the Port Dalhousie Commercial Core and harbour area and to provide guidance for the evaluation of redevelopment opportunities within the area.

A public workshop is being held to outline the findings of this report and invite public input into the draft documents that have been prepared. Once input has been received, the draft Secondary Plan and draft Heritage Conservation District Plan will be refined in Phase 4 and presented to Council.

APPENDIX A

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PORT DALHOUSE COMMERCIAL CORE AND HARBOUR HERITAGE
CONSERVATION DISTRICT

Prepared for:

CITY OF ST. CATHARINES

[title page]

Port Dalhousie Commercial Core and Harbour Heritage Conservation District
January 2017

Catherine Nasmith Architect
(Catherine Nasmith logo, address info)

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Port Dalhousie Commercial Core and Harbour Heritage Conservation District Plan (2017 Plan) supercedes the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change 2001 (2001 HCD Plan) for the sub-district within the 2017 HCD Plan Boundary

Port Dalhousie Commercial Core and Harbour Heritage Conservation District Plan was prepared for the City of St. Catharines by Catherine Nasmith Architect in co-operation with Macaulay Shiomi Howson and Brook McIlroy

Design, layout, maps, illustrations, typography by Brook McIlroy and Macaulay Shiomi Howson

1.0 Executive Summary

2.0 Table of Contents

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BOUND SEPARATELY

HCD Inventories for Port Dalhousie Commercial Core

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3.0 Background To This Heritage Conservation District Plan

3.1 2000 HERITAGE ASSESSMENT

In 2000, the firm Archaeological Services Inc. (A.S.I.) completed The Port Dalhousie Heritage Conservation District Study, Heritage Assessment Report (2000 Study) and determined that a large area of Port Dalhousie warranted protection as a Heritage Conservation District. Sub-consultants to A.S.I were Wendy Shearer Landscape Architect Limited and Unterman McPhail Associates.

The study, conducted for the City of St. Catharines, under By-Law No 99-380, pursuant to section 40 of the Ontario Heritage Act, examined the residential areas as well as the commercial core, the former industrial areas, harbour and public open spaces in parks, piers and harbour edges. It contained a detailed history of the area, focused on the economic history with themes related to the business activities as well as the people behind them that arose following construction of three progressively larger Welland Canals, (1829, 1851, 1881) as well as Port Dalhousie as a tourist destination, home of the Henley Regatta and Lakeside Park.

The 2000 Study included a rationale for the boundary of the District, along with a District Map that identified several different character areas within the boundary. It also described a rich variety of building types and styles, landscape features, streetscapes, archaeological potential and open spaces that form a 19th century canal village, a unique cultural heritage landscape.

3.2 2001 HERITAGE CONSERVATION DISTRICT PLAN (2001 HCD PLAN)

The 2000 Study was followed shortly thereafter by Port Dalhousie Heritage Conservation District Guidelines for conservation and change (2001 HCD Plan) conducted by the same consulting team with the addition of L. Alan Grinham Architect Inc. The 2001 HCD Plan included guidelines for material conservation, and appropriate change to heritage fabric and features, guidelines for additions and alterations to existing buildings and infill development on vacant lots, landscape conservation guidelines for public and private property, and planning and administrative guidelines, including guidelines for public work in the District.

On June 17, 2002 St. Catharines Council passed By-law No. 2002-180 to “*designate an area of the City of St. Catharines as a heritage conservation district under Part V of the Ontario Heritage Act and to repeal the designation under Part IV of the Act of certain properties within such area.*”

3.3 DE-DESIGNATION OF PROPERTIES FORMERLY DESIGNATED UNDER PART IV OF THE ONTARIO HERITAGE ACT

Within the 2001 HCD there were 10 properties that were designated under Part IV of the Ontario Heritage Act. At the time of the passing of the HCD by-law, properties could be designated under Part IV or Part V of the Ontario Heritage Act, but not both. All but no. 9 Main Street, the Carousel building, were de-designated under By-Law 2002-180.

By-law #	Feature Address
78-351	Rectory 82 Dalhousie Avenue
79-437	Jail 11 Main Street
80-440	Commercial building 18 Lakeport Road
80-441	Commercial building 38 Lakeport Road
80-442/91-142	Lakeside Hotel 16 Lock Street
83-127	Carousel 9 Main Street
95-430	Dalhousie House 50 Lakeport Road
95-431	Locktender's Shanty 69A Lakeport Road
98-276	Dwelling 95 Main Street
2001-10	Dwelling 41 Main Street

These designation by-laws were repealed by St. Catharines City Council by-law 2002-180. By-law 2002-180 was amended by By-law 2003-63 to delete "paragraph 5, which reads *"That this By-law shall come into force upon receiving the approval of the Ontario Municipal Board."*

3.4 STATUS OF THE 2001 HCD Plan

3.4.1 Changes to Provincial Policy

Since the 2001 HCD Plan was adopted there have been several developments in provincial cultural heritage policy, notably

- 2005 Amendments to the Ontario Heritage Act
- Regulations and amendments to the Ontario Heritage Act since 2005
- Cultural heritage and archaeology policies in the Provincial Policy Statement, 2014, including policies under which development on lands adjacent to protected property can be reviewed for heritage impact purposes.

The amendments to the Ontario Heritage Act (OHA) provided provisions under 41.1(1) permitting municipalities to adopt by by-law an HCD Plan, provided it meets the requirements for an HCD plan set out in the OHA, which make an HCD plan's objectives, policies, design guidelines and permit procedures enforceable, as opposed to advisory only. The amendments also made it possible to protect property under both Part IV and Part V of the OHA.

3.4.2 Changes to Official Plan and Zoning

Since the 2001 HCD was adopted, the City has adopted a new Official Plan referred to as the Garden City Plan. It was adopted on August 23, 2011 and it was approved by the Region of Niagara on July 31, 2012. The Official Plan establishes a vision and guiding principles, general policies which include a section dealing with Cultural Heritage, Land Use policies, District Plans, and implementation and interpretation policies as well as various Schedules. Port Dalhousie is located within the North Planning District.

The City has also adopted a new Zoning By-law 2013-283 on December 16, 2013 which reflects and is consistent with the new Official Plan.

3.4.3 Ontario Municipal Board Decision

A February 26, 2009 decision of the Ontario Municipal Board (PL060850) issued by OMB Vice Chair Susan B. Campbell approved a large re-development on lands within the 2001 HCD Plan Boundary, permitting demolition of several structures and construction of a 3-5 storey base building with a 17 storey residential tower, along with commercial space, a hotel, a theatre and other community benefits including interpretive landscaping and redevelopment of the parking in Lakeside Park.

In the OMB Decision several weaknesses in the 2001 HCD Plan were noted:

- dated pre-2005 and not subsequently adopted under 41.1(2) of the 2005 Ontario Heritage Act the Guideline was advisory rather than mandatory
- flaws in implementation of the 2001 HCD Plan, ie. District Guidelines were adopted by Council but not adopted as part of the Designating By-law, nor was the Guideline part of the material before the OMB when the Designating Bylaw 2002-180, which referred only to the District boundary was appealed in 2003
- guidelines were focused on the residential area, and provided limited guidance regarding the commercial core area, particularly with regard to height, streetscapes, or which features and structures constituted the heritage attributes of the District

3.4.4 Port Dalhousie The Harbour Area Urban Design Study

The study was conducted by Brook McIlroy in 2012, to provide mid to long term guidance to the municipality and property owners regarding potential infill development on these lands, building on the natural and cultural heritage of Port Dalhousie.

The study included a comprehensive public process that examined existing building fabric, important views to and from the harbour area, existing cultural heritage resources, evolution of the lands with the changing routes of the Welland Canals, potential infill development sites, parking locations, open space opportunities and linkages, provision of

public access to waterfront areas, building design guidelines for materials and appropriate heights. It included recommendations for implementation and phasing.

The report has not been adopted by Council but has been used as the basis for the companion Secondary Plan Study prepared concurrently with this HCD Plan.

3.4.5 Proposals for Change in The Commercial Core and Harbour Area

Within the Commercial Core and Harbour Area of Port Dalhousie there are several properties which are the subject of actual or potential re-development applications.

Gary Road

In 2012 approvals were granted for a 16 unit condominium development of property on Gary Road which is 3 stories on Lock Street and 6.0 stories from the Gary Road level.

Port Place

The Port Place site was not developed as permitted by the Ontario Municipal Board within the five year period of the Site Plan Approval. In June of 2016 Fortress Real Developments unveiled a design for a redevelopment of the property.

Royal Canadian Legion Property

The property is under discussion for sale and redevelopment.

Maple Leaf Rubber Factory - Lincoln Fabrics

The 2015 death of owner David Howes has triggered a sale of the Lincoln Fabrics Building, the Former Maple Leaf Rubber factory.

Closing of the Federal Piers for Structural Repairs

The piers have been closed to public access as a condition assessment is conducted and plans for repairs can be developed and executed. There was a public consultation regarding options on June 26, 2016.

Proposal for Redevelopment of Lakeside Park

In May 2016 St. Catharines City Council decided to demolish the existing Park Pavillion. There is an ongoing study for the upgrading of Lakeside Park that includes designs for a replacement pavilion.

Proposals for Muir Brothers Building, Dalhousie House

In 2016 the City of St. Catharines issued a request for expressions of interest from the private sector to occupy and re-purpose Dalhousie House, the former Muir Brothers Dry Docks building. The building is owned by the City and was extensively renovated in 2011. There were three submissions: a restaurant; a micro-brewery; restoration and maintenance workshop for the Lakeside Park Carousel.

3.4.6 Need to Update the HCD Plan

All of the above factors led to the City of St. Catharines commissioning a new Secondary Plan Study and HCD Plan update for the Commercial Core and Harbour Area. Here follows extracts from the Terms of Reference and options considered for the “Update” to the HCD Plan.

3.5 TERMS OF REFERENCE FOR UPDATE OF HCD PLAN

The following are extracts for the Terms of Reference issued by the City of St. Catharines for the Update of the 2001 HCD Plan.

3.5.1 Objectives

- To identify opportunities and provide guidance aimed at protecting and enhancing heritage assets within the study area, in conjunction with appropriate land uses;
- To examine how heritage assets can be integrated with existing planning approvals and future development;
- To ensure connectivity between improvements to natural and open heritage features with overall Secondary Plan objectives.
- To ensure that objectives for future development and objectives for preservation of heritage assets and place character are consistent with one another;

3.5.2 Process

- To review the existing Guidelines policies pertaining to the Commercial Core and Harbour Area and evaluating their effectiveness and need for revision or expansion;
- Provide additional direction related to heritage preservation, existing planning approvals and future development in the Commercial Core and Harbour Area, including but not limited to, appropriate building height, massing, and streetscape relationships;
- Examine how the Guidelines can guide future land use planning approvals;

3.5.3 Products

- Provide the process required to update The Guidelines, including statutory requirements under the Ontario Heritage Act, that must be followed to formally implement changes to the District and Guidelines and requirements of the municipality in doing so.

- Preparation of **draft addendum** to the Port Dalhousie Heritage District Guidelines for Conservation and Change. This document will be appended to the summary report;

3.5.4HCD Heritage Considerations:

- Existing HCD Study and Guideline passed before 2005, 2009 changes to Ontario Heritage Act (OHA), do not meet current OHA Study or Plan requirements, and are advisory only
- An addendum to the existing Guideline could be adopted using the same process as was used to create the Guideline, but would not achieve the additional protection available under the 2005 OHA, ie the amended Guideline (Plan) would continue to be advisory only
- Properties formerly Designated Under Part IV within the District Boundary have been de-designated
- Existing Plan includes Residential and Commercial areas, but offers minimal guidance for properties in the commercial area
- HCD boundary does not correspond to current Study Area
- Port Place OMB Decision identified weaknesses in the HCD plan, leading to extensive demolition
- Process to amend an HCD Plan not described in the Ontario Heritage Act or its regulations, the steps to amend would therefore need to be the same as creating a Heritage Conservation District Plan set out in Section 41.1

3.6 PROCESS OPTIONS CONSIDERED:

3.6.1 Leave existing Heritage Assessment (Study) and HCD Guideline (Plan) in place:

- Augment with Part IV designations for remaining heritage buildings in Commercial Area District in combination with New Secondary Plan and Urban Design Guidelines

Advantage

- Highly specific protection for remaining heritage attributes in the Commercial Area
- Avoids potential OMB appeal of a new HCD plan
- Council Controls decision to Designate under Part IV, designations may be appealed to Conservation Review Board. CRB decision is advisory to

Council, (Refusal of an Application to Demolish can be appealed by owner to OMB)

- Part IV protection could be applied to Cultural Heritage Landscapes, such as the parks

Disadvantage

- Does not offer stronger overall District protection available under 2005 OHA for elements such as streetscapes

3.6.2 Split the HCD into two Districts:

- Amend boundaries
- Separate residential district from commercial district, possibly include east side of harbour
- Leave existing HCD Study in place for both Districts
- Draft and adopt a new HCD Plan, which conforms to the requirements of the Ontario Heritage Act 2005, for the Port Dalhousie Commercial and Harbour area only
- Leave existing advisory Guideline (2001 HCD Plan) in place for residential area

Advantage

- Offers strongest protection available under the Ontario Heritage Act 2005, ie Council must not pass bylaws or undertake public work, that is “contrary to the objects set out in the plan”

Disadvantage

- Once adopted by Council the District Plan may be appealed to the Ontario Municipal Board
- Leaves Guideline (2001 HCD Plan) for the residential area with material in it that relates to the commercial area

3.7 PREFERRED APPROACH TO HERITAGE CONSERVATION DISTRICT UPDATE

The 2001 HCD Plan was not adopted as a Plan under section 41.1(2) of the Ontario Heritage Act. Bylaw 2002-180, later amended by 2003-63, designates an area of the City of St. Catharines as an HCD also states “*the policies and guidelines in Section 1-6 of the*

Port Dalhousie Heritage Conservation District Guidelines for conservation and change”, (2001 HCD Plan) “have been adopted by Council and the recommendations in Section 7 have been adopted in principle;” The practice of St. Catharines council and staff has been to apply these advisory provisions as if binding. The success of this approach has depended on the mutual cooperation and agreement of the City and the property owners to have regard for the heritage character of the District.

Outside the Commercial Core and Harbour Areas, the existing HCD Plan is operating to the satisfaction of the municipality, but for the reasons noted above in Status of the 2001 HCD Plan, there is strong interest in updating heritage protection in the Commercial Core and Harbour Areas. The 2005 Ontario Heritage Act does not require a municipality to conduct a Study prior to adopting an HCD Plan for an area.

The options investigated above were discussed with municipal planning and legal staff, staff at the Ministry of Culture, Tourism and Sport, the Port Dalhousie Conservancy and the general public at two public meetings. The preferred approach is to draft and adopt a new HCD plan for the Core Commercial and Harbour Area under 41.1 of the Ontario Heritage Act, 2005.

The 2000 Heritage Assessment contained a detailed history of the Commercial Core and Harbour Area and will continue to serve as the background document (Study) for the 2017 HCD Plan. Relevant sections of the 2001 HCD Plan are brought forward into this 2017 HCD Plan. Supplementary explanatory material such as photographs, mapping, and notes are incorporated into the 2017 HCD Plan. This 2017 Plan includes all additional sections required under the 2005 Ontario Heritage Act, ie Objectives of the Plan, Statement of District Significance, description of the heritage attributes of the District and properties in the District, additional policies, guidelines and procedures for meeting the objectives and managing change in the District, and a description of alterations, and maintenance matters that may be carried out within the District without obtaining a heritage permit. As well, Zoning and Official Plan policies that apply to the District have been reviewed and recommendations included in the District Plan, concurrent with the Secondary Plan Study.

The 2017 HCD Plan supersedes any contradictory references in the 2001 HCD Plan to the areas within the boundaries of the 2017 HCD Plan or adjacent areas as defined in the 2017 HCD Plan.

The 2001 HCD by-law is to remain in place to govern the remaining areas of the 2001 HCD Plan. To the extent that any of the previous by-law contradicts sections of the 2017 HCD Plan, the 2017 HCD Plan will govern, as set out in Ontario Heritage Act section 41.2

Consistency with heritage conservation district plan

41.2 (1) Despite any other general or special Act, if a heritage conservation district plan is in effect in a municipality, the council of the municipality shall not,

- (a) carry out any public work in the district that is contrary to the objectives set out in the plan; or*
- (b) pass a by-law for any purpose that is contrary to the objectives set out in the plan. 2005, c. 6, s. 31.*

Conflict

(2) In the event of a conflict between a heritage conservation district plan and a municipal by-law that affects the designated district, the plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force. 2005, c. 6, s. 31.

4.0 Objectives of the Port Dalhousie Commercial Core and Harbour Plan

The objectives of this HCD Plan are:

- to describe the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour Area;
- to propose methods to effectively protect, conserve and enhance the cultural heritage value, cultural heritage resources, heritage character and heritage attributes; *(St. Catharines convention on using defined terms? these are defined terms in the PPS?)*
- to enhance the vitality of the Core Commercial Area by conserving its unique architecture and distinctive heritage fabric and its historic fine grained ownership patterns;
- to enhance the vitality of the Harbour Area by conserving its unique architecture and distinctive heritage fabric with buildings spaced widely in relation to the canal(s) and open water views;
- to ensure that Official Plan and by-laws, including zoning by-laws, encourage conservation of the cultural heritage value, heritage character, cultural heritage resources and heritage attributes of the Port Dalhousie Commercial Core and Harbour;
- to develop guidelines for conservation of the cultural heritage resources, heritage fabric, both buildings and landscape, as well as restoration and interpretation of lost features in both the public and private realm;
- to develop guidelines to maintain and enhance existing open space, sport and recreation areas that contributes to public understanding of the heritage attributes, as well as their conservation or restoration;

- to develop design guidelines which clearly define appropriate change, whether it is for altering existing buildings and landscapes or for new construction, both in the District and in areas adjacent to the District to ensure that new development, construction, public or private, will have no adverse effects upon the heritage character and heritage attributes of the district and will positively contribute to the character of the area;
- to develop design guidelines for the streetscapes, and harbour edges to strengthen their heritage character;
- to ensure conservation of archaeological resources, with particular regard for marine archaeology, indigenous culture, traces or artifacts, industrial remnants, and extant resources of the Welland Canal(s)
- to recommend efficient implementation and management procedures.

5.0 Legislative Framework

The Heritage Conservation District process is governed by provincial laws, as well as provincial and municipal policy. Below is set out the legislative framework for Heritage Conservation District Plans.

5.1 CITY OF ST. CATHARINES

5.1.1 Official Plan

The Official Plan for the City of St. Catharines (known as the Garden City Plan) was adopted by the Corporation of the City of St. Catharines on August 23, 2010 by By-law No. 2010 - 242. The Plan received final formal approval by the Regional Municipality of Niagara on July 31, 2012 with certain modifications and deferrals made thereto. It was consolidated up to and including Amendment No. 12 which was formally approved on July 13, 2016 and as set out on Table 'A' of this Plan. Part C: General Policies contains policies regarding Cultural Heritage, Section 3, including policies regarding cultural heritage, designation under Part IV and Part V of the Ontario Heritage Act, heritage conservation easements, maintenance of publicly and privately owned heritage properties, archaeological resources, cultural heritage landscapes, cultural heritage impact assessments and implementation of the policies.

The full text can be found in Appendix [_____](#)

5.1.2 Zoning in and Adjacent to the District

As part of the process of conducting a concurrent review of both the existing Official Plan policies and the 2001 HCD Plan and drafting a new Secondary Plan and HCD Plan for the Core Commercial and Harbour Area, the consulting team reviewed the existing Zoning and Official Plan provisions. The policy provisions in the companion Secondary

Plan are drafted for consistency with the objectives of the HCD. The two adjacent areas are important in their close relationship to the Core Commercial and Harbour Area, providing important related context as well vantage points for key views of the 2017 sub-district.

Extracts from the Zoning By-law are found in Appendix _____

5.1.3. Areas Adjacent to Protected Heritage Property

For the purposes of applying the Provincial Policy Statement 2.6.3 regarding *areas adjacent to protected heritage property* the following definition is provided in the St. Catharines Official Plan, Part F, Section 17.11

Adjacent Lands: means those lands contiguous to a specific natural heritage feature or area where it is likely that development, redevelopment or site alteration would have a negative impact on the feature or area; or those lands contiguous to protected heritage property.

The Secondary Plan contains a supplementary definition of Adjacent Lands

The Adjacent Area for the Port Dalhousie Commercial Core and Harbour Area HCD is defined as indicated in Map _____ below, generally described as properties in:

- Adjacent Area 1, the areas east of the Harbour including the piers and lighthouses yacht club included in the Secondary Plan Study, identified as adjacent lands because they contain important related heritage resources such as the lighthouses, federal piers, and public routes which offer vantage points for views towards the District.
- Adjacent Area 2, the areas in the 2001 Port Dalhousie Heritage Conservation District Plan outside the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District boundary which are governed by the existing Port Dalhousie Heritage Conservation District Guidelines for conservation and change, or a successor HCD Plan for the adjacent area adopted under Section 41.1 of the Ontario Heritage Act

[Map]
[Caption] *Map of Adjacent Areas*

5.2. PROVINCIAL POLICY STATEMENT (PPS) (2014)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system. The PPS is issued under the authority of Section 3 of the *Planning Act* and the current Statement was re-issued on April 30, 2014. The *Planning*

Act requires that planning decisions on applications that are subject to the new PPS “shall be consistent with” the policies.

PPS SECTION 2.6

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

PPS 2014 TERM DEFINITIONS

Adjacent: means for the purposes of policy 2.6.3, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

Archaeological resources: includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of archaeological potential: means areas with the likelihood to contain archaeological resources. Methods to identify archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. The Ontario Heritage Act requires archaeological potential to be confirmed through archaeological fieldwork.

Built heritage resource: means a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been

designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

Cultural heritage landscape: *means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).*

Conserved: *means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.*

Heritage attributes: *means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).*

Protected heritage property: *means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.*

Significant: *means*

e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources identified in sections (c)-(e) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

5.3 THE ONTARIO HERITAGE ACT REQUIREMENTS FOR THE HCD STUDY AND PLAN

The Ontario Heritage Act

The *Ontario Heritage Act* is the provincial Act that regulates the protection of heritage within the province. Part V of the Act gives the Municipality the responsibility for the designation of areas as Heritage Conservation District (HCD)s.

The procedure for designation of a district under Part V, as outlined in the Act, is as follows:

The Municipality identifies an area or areas to be examined for future designation after consultation with its Municipal Heritage Committee (regarding the by-law). After examination of the study area, the Municipality may designate by by-law (HCD Plan) an HCD. If the by-law (HCD Plan) is not appealed to the Ontario Municipal Board it comes into effect at the expiry of the appeal period. If appealed, a hearing is held by the Ontario Municipal Board and if approval of the Board is received, the municipal bylaw comes into effect.

Designation under Part V of the *Ontario Heritage Act* gives City Council control over the alteration and demolition of certain elements of all heritage attributes within a HCD in order to conserve heritage resources and maintain and enhance the heritage character of the district.

As described in this Plan, a process is carried out to ensure that securing Council approval is efficient and that fair, reasonable and manageable guidelines will be applied.

The OHA prescribes the contents of the study required for the HCD and the HCD District Plan.

SCOPE OF STUDY

40. (2) A study under subsection (1) shall,
- (a) examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a HCD;
 - (b) examine and make recommendations as to the geographic boundaries of the area to be designated;
 - (c) consider and make recommendations as to the objectives of the designation and the content of the HCD plan required under section 41.1;

(d) make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws. 2005, c. 6, s. 29.

HERITAGE DISTRICT PLAN

41.1 (5) *A HCD plan shall include,*
(a) a statement of the objectives to be achieved in designating the area as a HCD;
(b) a statement explaining the cultural heritage value or interest of the HCD;
(c) a description of the heritage attributes of the HCD and of properties in the district;
(d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the HCD; and
(e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the HCD may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42. 2005, c. 6, s. 31.

5.3.1 Requirements for Municipal Consistency with HCD Plan

Under the *Ontario Heritage Act*, as amended by Bill 60, in March 2005 the HCD Plan binds the municipality as follows:

41.2 (1) *Despite any other general or special Act, if a HCD plan is in effect in a municipality, the council of the municipality shall not,*
(a) carry out any public work in the district that is contrary to the objectives set out in the plan; or
(b) pass a by-law for any purpose that is contrary to the objectives set out in the plan. 2005, c. 6, s. 31.

CONFLICT

41.2 (2) *In the event of a conflict between a HCD plan and a municipal by-law that affects the designated district, the plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force. 2005, c. 6, s. 31*

5.4 ARCHAEOLOGY

The City of St. Catharines's Official Plan policies regarding archaeological requirements are set out in **Appendix ____** and follow Part VI of the Ontario Heritage Act, the PPS 2014 along with more specific requirements regarding any potential projects in the vicinity of the former Welland Canals or areas of known archaeological deposits.

6.0 Cultural Heritage Landscape - History, Character and Typology

6.1 GENERAL HISTORY OF PORT DALHOUSIE

The former Town of Port Dalhousie has a long and multi-faceted history. Port Dalhousie's historical growth and development is intimately associated with nineteenth century port activities of canal development, commerce, industry and Great Lakes shipping. One facet of this past is bound up with the construction and operation of the first three Welland Canals, for which Port Dalhousie was the Lake Ontario terminal. Largely as a result of opening the Fourth Welland Canal and developing Port Weller at the expense of Port Dalhousie, fortunes changed in the twentieth century.

As a town, it played a similar role with respect to the waterway as did, for example, Thorold, Port Robinson, Allanburg and Port Colborne. This role as "canal town" was manifest in the physical properties and characteristics of each town, however, Port Dalhousie stands out above all these other similar towns today, largely because its past is still so evident in the form and appearance that the town displays.

The Martindale Pond is located at the mouth of the Twelve Mile Creek, which, prior to Euro-Canadian settlement flowed unobstructed northwards from the Niagara Escarpment to the lake. Subsequent construction of the First Welland Canal in 1829, the Second Canal in 1851 and the Third Canal in 1881 together with dramatic changes to land form and natural water channels resulted in a dramatically changed delta environment.

6.2 HERITAGE CHARACTER

The heritage character of the Port Dalhousie Commercial Core and Harbour heritage conservation district, a sub-district of the Port Dalhousie Heritage Conservation District (See Map 1) is determined by a number of distinctive areas and key elements:

Lake Ontario Shoreline and Martindale Pond

This northern and southern boundary of the Lake Ontario shoreline and Martindale Pond represents the remnant, residual landscape of the "original" environment prior to nineteenth century Euro-Canadian settlement and provides distinctive and obvious edges to the cultural heritage landscape of Port Dalhousie, notwithstanding that the delta area has been significantly altered through the development of the Welland Canal(s), subsequent industrial development and landfill which created significant park areas, there remains clearly visible the steeply sloping embankment that marks the transition from the elevated plateau of the premonitory and the former shoreline of Lake Ontario and the 12 Mile Creek Delta.

Canal, Port and Harbour Area

Although altered from its nineteenth century origins, the "port" environment Is a tangible reminder of the importance of the Welland Canal as a significant historical linkage through the Great Lakes shipping system and the companion industrial development of the port. Port Dalhousie is one of only two locations where features from the Second and Third Welland canals co-exist together. Important

remnant features include Lock 1 of the Second Welland Canal (1845), Lock 1 of the Third Welland Canal (1887), the weir and the Locktender's Shanty.

The remaining stone canal walls contain extremely large stones, carefully cut. Many of the former bridges and hardware of the lock operations are missing. Plant materials that have established themselves or been added as park features are contributing to the deterioration of stone surfaces.

The former canal and harbour area provide an excellent place for recreational boating, including sailing and canoeing, and could also support a return to commercial cross lake transportation.

The Commercial Core

Inherently associated with the fortunes of the port, canal, and local industry, the commercial area centered on Lakeport Road (Formerly Front Street), Hogan's Alley and Lock Street is distinguished by its nineteenth century and early twentieth century architecture of two- and three-storey terrace blocks and individual hotels. These are built predominantly of red and buff brick in the Italianate style. Other buildings include the former Sterling Bank of Canada, the Port Dalhousie jail and a few 1920s structures. The character of the streets in the Commercial Core varies.

Lock Street is lined and framed both sides with narrow fronted predominantly main street buildings, with retail or commercial uses dominating and has never had street trees. In places, porches provide shelter for pedestrians. Historically main street buildings offered residential accommodation on the upper floors and the window and façade arrangements of these buildings reflect the different uses of the floors.

Lakeport Road north of Rennie Park is lined on one side with fine grained narrow fronted main street buildings that face the canal edge, formerly offering services relating to the canal operations.

Hogan's Alley has evolved from being a service area for Lakeport Road to being an intimately scaled narrow minor street, pedestrian way offering a route down the embankment and views towards Lakeside Park and Lake Ontario. That character has encouraged businesses to open a second front onto the lane, but that is mixed with the lane's service functions to business. It is paved with asphalt reflecting its practical service role.

Main Street north of Lock, because of its steep slope and location next to a steep slope has historically been undeveloped save for the Port Dalhousie Jail at its lower end and buildings facing onto Lock Street at the top of the slope. The current alignment is wider and further west from the earlier more lane-like configuration.

Industrial Remnants

Directly associated with the port environment and shipping this area contains a number of remnant industrial structures including the former administrative and service building for the Muir Brothers Dry Docks (circa 1865), 1890 warehousing (now the Royal Canadian Legion) and the former Maple Leaf Rubber Company factory constructed in 1900 (now Lincoln Fabrics). Rennie Park marks the location of the former Muir Brothers Dry Docks.

Sport, Recreation and Open Space Areas

The Henley Regatta facilities, Lakeside Park, Rennie Park as well as the public walkways that link canal elements and Harbour edges are all important and unique community spaces.

Lakeside Park was established in 1902 by the Niagara, St. Catharines and Thorold Railway on land reclaimed from marsh land and the remnant area of the First Welland Canal. Following its demise as an amusement park in 1969 the park is now an important part of the Waterfront Trail and marina environment, as well as a component of the municipal parks' system.

Originally founded in 1880 the Royal Canadian Henley Regatta, now a preeminent North American rowing event, established a permanent home in Port Dalhousie in 1903 due in part to the facilities afforded by the "Old" Welland Canal. It has enjoyed considerable success as a world class rowing events venue for over a century. The banks of Martindale Pond, (accessed by lands from Main Street between Brock and Ann Streets that were acquired in 1931), now accommodate the grandstand along Martindale Pond. The event is celebrated with a provincial plaque.

Rennie Park

As noted above Rennie Park was created by infilling the former Muir Bros Dry Dock and also links to the embankment around the edge of Martindale Pond. It provides excellent vantage points from which to view the District from both the delta level as well as the plateau level on the west side of Martindale Pond. It is a relatively level property, reflecting its former use as a dry dock and that it is filled land, contains public walkways, a large grassed lawn, a monument to the Muir Brothers businesses, as well as Dalhousie House. It connects via a bridge across Martindale Pond to Royal Henley Park.

Harbour Walks

There are several pedestrian and cycling routes through the harbour area in the District and in adjacent lands which offer important kinetic views to and from the District. The routes and views are described in Section 9.3.2. The canal edges are paved in concrete in character with their former use as docking areas for large commercial lake vessels and loading and unloading passengers.

Lakeport Road

Lakeport Road is a relatively wide street with sidewalks and cycle routes providing the principle access to the community as well as a series of important introductory views to the District which are described more fully in Section 9.3.2. It has been moved and changed several times throughout its history in response to changing canal routes.

(See Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution for more detail on individual properties and their contribution to the HCD)

6.3 CULTURAL HERITAGE LANDSCAPE-DISTRICT TYPOLOGY

Port Dalhousie Commercial Core and Harbour Area is a cultural heritage landscape as defined in the Provincial Policy Statement in that it is an altered landscape with structures and buildings that has been identified as having cultural heritage interest and value to the community, having been protected as an HCD for its unique canal village landscape, streetscapes including buildings, canal structures and extant topographic features.

The Ontario Heritage Tool Kit defines several potential district typologies, designed, associative and evolved. Evolved Districts are divided into those that are static and those that continue to evolve (dynamic).

evolved dynamic (evolving) districts which include those that have evolved over a long period of time and where the process of evolution is ongoing. The physical Form and attributes of such districts exhibit the process of past development and maintain a continuum with the past to meet the needs of the present (and future) community”

Port Dalhousie Commercial Core and Harbour is an “evolved dynamic (evolving) district” that contains traces of three routes of the Welland Canal, including some of the piers, three former locks from each of the routes, archaeological remains of the canals as well as former industrial structures, public open space areas that have been created by filling former water ways or marsh areas, surviving commercial buildings as well as industrial buildings that relate to former Canal routes, and large sections of the founding landforms. Many former buildings have disappeared through demolition or fire and been replaced, and many of the surviving buildings have been altered through time. The District Plan will conserve the elements that deliver the sense of time and place of the canal village, yet permit compatible change and infill.

7.0 Statement of District Significance

7.1 STATEMENT OF DISTRICT SIGNIFICANCE CANADIAN REGISTER OF HISTORIC PLACES

The 2001 HCD Plan adopted by By-law 2003-63 District did not contain a Statement of District Significance, but one was drafted to include with listing the Port Dalhousie Heritage Conservation District on the Canadian Register of Historic Places: 2007/12/12. For the 2017 HCD Plan, The Statement of District Significance has been modified to be consistent with the boundaries of the 2017 Sub-District, to include additional information, as well as augmented with a District Heritage Character Statement.

7.2 DESCRIPTION OF HISTORIC PLACE

The Port Dalhousie Core Commercial and Harbour Heritage Conservation District is a cultural heritage landscape situated at the northern end of a narrow peninsula bordered on the north and west by Lake Ontario, on the south by Martindale Pond and on the east by the Port Dalhousie Harbour: it is a sub-district of the 2001 Port Dalhousie Heritage Conservation District, recognized for its heritage value by the City of St. Catharines By-law 2003-63.

This sub-district includes: the original commercial core of the port and canal village with its mid-to-late-19th century commercial and industrial buildings; commercial buildings oriented along Lock Street and the edge of the second Welland Canal; industrial and jail buildings expediently sited in relationship to water transportation and industrial operations; the embankment between the lakeshore(s) and the plateau that offered healthy building sites; the lower First Welland Canal route and its archaeological remains, the former marsh and shore areas filled to create Lakeside Park including its sandy beach area; remnants of an important canal-era shipyard filled to become Rennie Park; and the archaeological remains and entry locks of the original three Welland Canals (1826, 1848, and 1885).

7.3 STATEMENT OF CULTURAL HERITAGE VALUE

The heritage value of the Port Dalhousie Core Commercial and Harbour Heritage Conservation District lies in its representation of the history and development of the commercial, industrial and recreation/tourism areas of the village of Port Dalhousie, from its inception as an important canal terminus sited at the junction of the 12 Mile Creek Valley and Lake Ontario, becoming a service location for the first three Welland Canals, and finally to a period of ferry and light rail serviced recreational and light industrial use in the early 20th century.

Port Dalhousie is among the best-preserved 19th-century canal villages in Canada, displaying unique streetscapes, road patterns, broad vistas and open views between buildings oriented to the canals, piers and lighthouses, boats in the harbour, and shorelines. It is also an area of high archaeological potential containing remnants of the three Welland canals and foundations of former industrial buildings. Even though the land has been much disturbed, as a former junction between waterways, and in the traditional territory of the Mississauga of the New Credit First Nation, there may also be First Nations archaeological deposits.

Beginning in 1826 as the northern entry of the First Welland Canal, the village of Port

Dalhousie developed and prospered as the Lake Ontario terminus and service provider for the Second and Third Welland Canals until 1932. From the 1830s to the 1960s, shipbuilding, servicing and repairs were important industrial components, recognized throughout the Great Lakes region by the shipping industry.

Port Dalhousie has also been a popular tourist destination for over a century. Lakeside Park was established in 1902 as a private amusement park. Visitors were transported by ferries and light rail, most notably for Emancipation Day picnics held in the park for the Canadian and American black communities. The village is also associated with the historic Royal Canadian Henley Regatta, which has been held annually since 1903.

The Port Dalhousie Core Commercial and Harbour Heritage Conservation District preserves the historic street plan with its orientation to the canal(s) and harbour, the shipyard and the lakeshore. The commercial core, the canal(s) and harbour area, the embankments, Lakeside Park and the beach, recreational boat mooring areas and the Royal Henley Regatta course have all been maintained as important heritage components.

Recent demolitions in the Commercial Core and Harbour area have diminished the legibility of the Port Dalhousie canal village cultural heritage landscape. The remaining structures have increased heritage value as authentic heritage attributes, and are therefore commensurately more important to conserve in their totality and in-situ.

Port Dalhousie Commercial Core and Harbour have contextual value conveying a strong sense of the original time and place of the development of the Welland Canal(s) and harbour area between 1826 and 1930's.

7.4 DISTRICT HERITAGE CHARACTER STATEMENT

The cultural heritage landscape of Port Dalhousie's Commercial Core and Harbour area is one of a unique 19th century canal village that evolved at the intersection of the natural features of the Lake Ontario shoreline and the 12 Mile Creek Valley. The founding landscape, still evident and important to an understanding of the historic place, was one of a promontory above the shoreline of Lake Ontario where it met 12 Mile Creek. The premonitory (plateau) offered excellent residential, institutional and commercial building sites with views to the water, sites that benefitted from the cleaning and cooling effects of prevailing winds.

The lower shore levels and marsh areas evolved as a harbour and canal entrance(s) with the three successive Welland Canal routes (delta); offering changing water access and building sites serving shipping and industry. Those sites were oriented to the three succeeding canal(s) edges. Of the former workplace buildings located along the First Welland Canal (aligned east west at northern edge of the embankment), only the stone jail (lock-up) remains, sitting as shown in early mapping, in an open area isolated from other buildings.

Following the construction of the Second Welland Canal, landfilling activities in the marshy areas at the delta level created new land, initially occupied by small frame buildings. At the beginning of the 20th century Lakeside Park was developed by the Niagara St. Catharines and Toronto Railway as a private amusement Park, which was a destination for streetcar passengers. Recreational buildings like picnic shelters, also a baseball diamond, sandy beach, amusement park rides and midway occupied the property. From the park there is access to the promenade long federal pier providing vistas across the lake, to the harbour and village. Lakeside Park was taken over by the City of St. Catharines in 1969 and is now a public park retaining some of the features of the former amusement park such as the carousel in its own protective building.

The residential areas (adjacent) were located on the plateau, industrial and tourism areas at the delta level, with commercial buildings developing between, some at the canal and shore level, some along Lock and Main Streets on the plateau.

Streets on the plateau (adjacent) are organized in an orthogonal grid with streets ending in open views to the water or harbour. On the lower level, roadways, canal edges, building sites are organized along the shifting water and rail transportation routes. The built character is predominantly one of low-rise buildings, 2-3 stories organized to serve the evolving commerce and industrial landscape of the 19th canal village. The single exception to the 1-3 storey heights is the Maple Leaf Rubber Building, now Lincoln Fabrics, a key landmark and one of a few surviving buildings from the canal industrial era. Lakeport Road once passed directly west of the building under a bridge connecting to another wing (demolished) located immediately to the west.

The embankment is visible at its north and east edges and has posed challenges and opportunities to buildings dealing with the grade changes. Buildings on Lakeport Road are set into the slope, some offering second floor entrances onto Hogan's Alley.

The commercial buildings are a mixture of vernacular brick and frame construction, some exhibiting modest Italianate detailing. A unique feature on several of the surviving 19th century commercial structures is the wooden verandah along the street edge, originally providing protection for sidewalks. The verandahs and walkways, provided by the private property owners, were a sharp contrast to the unpaved public streets.

The industrial buildings are sited irrespective of the orthogonal grid of the plateau in ways that were most expedient for the operations of the varied businesses, leaving archaeological remnants as well as the former Muir Brothers Dry Dock building (Dalhousie House), Maple Leaf Rubber and the Legion buildings that were sited in relation to current and former water transport.

Commercial rail, streetcar lines and cross Lake Ontario shipping and passenger services once served the area, delivering passengers to the privately constructed Lakeside amusement park. Commercial buildings along Lakeport Road, formerly called Front Street, were sited along the Second Welland canal, this relationship is still clearly evident north of Lock Street where a canal wall remains. The commercial buildings south of

Lock Street also served the Second Welland canal, but landfill following the relocation of the canal and a subsequent re-alignment of Lakeport Road has obscured their relationship with the Second Welland Canal.

While Port Dalhousie is not currently a destination for commercial shipping or interurban ferries, private recreational boating benefits from the harbour landscape; sailboats, two yacht clubs and yacht moorings dominate the south end of the harbour. The long piers that shaped the former canal entrance provide excellent mooring, and offer the potential of a return to interurban marine transportation.

A large parking lot in Lakeside Park has been in the same general area -at the canal edge since the development of Lakeside Park, as part of a transfer point between automobile, rail, streetcar and water transport. The parking continues to serve both businesses and tourism.

Lakeport Road has evolved as a service and access road to the commercial and harbour area of the village, changing alignment with the re-routing of the Welland Canal, the removal of streetcar and railway tracks and subsequent landfill of the Muir Brothers Dry Dock lands to create Rennie Park. Lakeport Road crosses between the Harbour (Third Welland Canal) and Martindale Pond on a series of bridges and causeways at the head of the first lock of the Third canal. From that crossing are visible to the north the Locktender's Shanty, St. Catharines Generation (hydro), the first lock of the Third Welland Canal and its weir, as well as views to Maple Leaf Rubber Factory, the two piers and light-houses, and glimpses of the commercial buildings at the harbour edge. To the south of the bridge is a clear view of Martindale Pond, Rennie Park and beyond to the viewing stands for the Royal Canadian Henley Regatta on the embankment slope. Lakeport Road's alignment continues towards Lakeside Park offering wide and open views to different features and the waterfront.

The other streets in the Core Commercial and Harbour Area have distinct characteristics reflecting their historic evolution.

Lakeport Road as it enters the area is described above. The short row of commercial buildings from Lock Street north are the last of the buildings that once lined the edge of the canal, and are very important to delivering the sense of time and place of the formerly bustling canal related transfer activities and small businesses that once occupied them.

Lock Street, named for the First Lock of the Second Welland Canal that is clearly visible at its east end, is an intimately scaled commercial street lined with modest 1-3 storey commercial buildings, two were former hotels, one a bank. While it is a very short main street, it has many typical main street characteristics, a variety of buildings on small lots, independently owned offering locations for an evolving variety of independent businesses. The two most easterly buildings on the south side of the street were built after 1929 and are oriented to Lock Street. Street trees are absent from Lock Street. Sidewalks are raised above the roadway on the south side. Street lighting, wooden telephone poles

also reflect the pragmatism of this commercial area that evolved as much to serve visiting mariners as area residents.

There are few historic images of Main Street north of Lock Street. It cuts through the embankment, providing a vehicular route from Lock Street to the former First Canal level, (Lakeside Park). Early mapping reveals the steep terrain, likely why few buildings have been sited facing onto Main Street. It is a flanking street for the residences on the west side, and recently demolished commercial buildings on Lock Street. It provides an open view from Lock Street to Lakeside Park and the lake beyond.

The street with no name connects Lakeport Road to Main Street at the level of the First Welland Canal, serving the parking lot. There may be archaeological deposits of the First Welland Canal beneath it.

Rennie Park is another park developed on landfill, in this case of the former dry dock of the Muir Brothers commemorated on a plaque located in the park. It is a wide level grassy area offering open views to Martindale Pond, and to the Henley Regatta grandstands. At the south end of the park it connects across a bridge to Royal Henley Park, following the route of the former 12 Mile Creek and the Second Welland Canal.

7.5 HERITAGE ATTRIBUTES OF THE DISTRICT

Heritage Attributes

Heritage Attributes that exhibit and contribute to the heritage value of the Port Dalhousie Core Commercial and Harbour Heritage District include:

Founding Landscape

- location on the peninsula between Lake Ontario to the north and Martindale Pond to the south, including the plateau, delta, and the sloped embankment between them
- legible distinction in the landscape, streetscape and building patterns on the “plateau”, “delta”, and “embankment” areas
- the embankment from the former Lakeshore and Creek edge is still evident between Lakeside Park and Rennie Park and the plateau, in the rise on Lock Street and Canal Street, and in the slope of Main Street and Hogan’s Alley

Villagescape

- the historic street plan bordering the canals, harbour and lakeshore
- pedestrian scale of the streetscape in the core commercial area
- canal village streetscapes in the commercial core, comprised of mid-to-late 19th century, one, two and three storey vernacular buildings, some with Italianate influences; these include, among others; the Jail (1845); Lion Hotel-formerly Wellington House (1877); Murphy’s Restaurant (1885) and Lakeside Hotel -

formerly Austin House Hotel (1896), as well as several smaller commercial buildings along Lakeport Road (See 9.3 Heritage Inventory, Evaluation and Statements of Contribution)

- the fine grained property sub-division of commercial properties on Lock Street, and the west side of Lakeport Road offering opportunities for a variety of small independent businesses
- open and irregular placement of industrial buildings in relationship to former water courses and transportation routes
- Hogan's Alley, a service lane for the former Front Street, now Lakeport Road, properties. The service lane has evolved into a pedestrian scaled route from Lock Street towards Lakeside Park with businesses fronting onto it. It offers remnants of the embankment slope and views out towards the lake
- low rise commercial buildings on the "delta" area oriented on Lakeport Road to the former Second Welland Canal
- views within, from and towards the HCD

Buildings

- shipyard building (Dalhousie House) c. 1865
- canal side industrial buildings (presently Lincoln Fabrics) c. 1900 and the much altered Legion Building
- low-rise commercial buildings organized along Lock Street and the west side of Lakeport Road in a traditional main street relationship

Canal Relationships

- structures directly related to the canal's era of Port Dalhousie 1820's to the present, such as the entry locks of the first three Welland Canals, The Jail, Locktender's Shanty, harbour and piers
- remnants of the first Welland Canal visible underwater offshore as well as buried in Lakeside Park
- surviving entry Locks from the 2nd and 3rd Welland Canals
- pier and canal edges providing docking for boating as well as promenade routes

Tourism

- historic park space and beach area at Lakeside Park, with vintage 1890's? confirm merry-go-round and picnic pavilion
- Rennie Park in filled area of former Muir Brothers Dry Dock
- 1903 historic recreational area of the Royal Canadian Henley Regatta and grandstand

The heritage attributes are described in more detail in the Heritage Inventory, Evaluation and Statements of Contribution (See Section 9.3)

8.0 Sub-District Boundaries

8.1 BOUNDARIES PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR HERITAGE CONSERVATION DISTRICT

The boundaries of the sub-district are shown on the attached plan. The sub-district boundary of The 2001 HCD Plan, for the Port Dalhousie Commercial Core and Harbour Heritage Conservation District Plan, captures the commercial properties along Lakeport Road and Lock and Main Streets, the former industrial areas in the harbour area, canal remnants and parks and open spaces located on the “delta” area where Lake Ontario met the mouth of 12 Mile Creek, as well as remaining sections of the embankment between the plateau and delta areas. It excludes the residential areas of 2001 HCD Plan.

Consideration was given to expanding the District Boundary to include lands east of the Harbour under study for the Secondary Plan. It was decided not to include those lands in the 2017 HCD Plan because the heritage attributes of those areas are either protected through archaeology requirements of the Official Plan and Part VI of the Ontario Heritage Act and/or through the designations of the lighthouses under Part IV of the Ontario Heritage Act. The lands east of the harbour included in the Secondary Plan Review as well as the areas from the 2001 HCD plan but not in the 2017 HCD Plan are defined as Adjacent Lands for the purposes of applying 2.6.1 - 2.6.5 of the PPS 2014. Adjacent Lands are described in Section 5.1.2.1 Areas Adjacent to the District,

Properties in this portion of the District which are defined as non-contributing to the heritage character of the area in Section 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution, are included within the District Boundary so they are subject to the District Guideline should alterations and/or new construction be proposed.

8.2 DISTRICT MAP

**PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR HERITAGE
CONSERVATION DISTRICT**

9.0 District Attributes and Contributing Resources

9.1 OVERVIEW

All properties in the sub-district are included in the HCD and are subject to the 2017 Heritage Conservation District Plan. Public property, in particular paving, lighting, trees, curbs, and other landscape features in the public realm are included in the District and proposed changes to these features are also subject to the District Guidelines.

9.2 DEFINITIONS – CONTRIBUTING & NON-CONTRIBUTING PROPERTIES

Through a literature review and photographic analysis by the heritage architect, all the properties in the area were assessed as either “contributing” or “non-contributing” to the heritage character of the District.

9.2.1 Contributing

Properties with features that define the heritage character and which retain sufficient original heritage attributes to allow for preservation or restoration.

9.2.2 Non-Contributing

Properties which do not have heritage character defining features or heritage fabric.

9.3.1 Heritage Inventory, Evaluation and Statements of Contribution

The general heritage attributes of the District are identified in the Statement of Significance. Here follows a more detailed Heritage Inventory, Evaluation and Statements of Contribution for properties in the District which sets out, their address, a brief Statement of Contribution for each property with a capsule history, discussion of buildings and structures and dates of construction where known, categorizing the property or structure as contributing or non-contributing, and identifying the heritage attributes of the property which are important to conserve. In addition to private properties, the collective impact of groupings of buildings are assessed in streetscape descriptions.

In assessing the parks, minor utilitarian structures are not described or recorded, and for the purposes of the District Plan these should be considered non-contributing features.

9.3.2 Views, Vistas and Vantage Points

Views and vistas are important to understanding the cultural heritage landscape and are important heritage attributes of the District. Some views are from fixed vantage points, others are experienced kinetically, ie as individuals move through the landscape on foot, cycling or in vehicles experiencing a sequence or series of views and vistas. Important views, fixed and kinetic, along with general vantage points are identified in the map below. Photographs and texts which describe the important features of the views are also included to clarify what aspects of the view are important to protect.

Insert Table 9.3.2

Insert Map of Views, Vistas and Vantage Points

9.4 POTENTIAL PART IV DESIGNATIONS

By-law 2002-180 de-designated the following properties:

79-437	Jail 11 Main Street
80-440	Commercial building 18 Lakeport Road
80-441	Commercial building 38 Lakeport Road
80-442/91-142	Lakeside Hotel 16 Lock Street
95-430	Dalhousie House 50 Lakeport Road
95-431	Locktender's Shanty 69A Lakeport Road

A review of the above properties along with other contributing properties in the sub-district under Ontario Regulation 9.06 is recommended to determine if there are heritage attributes, particularly interior or setting that may be better conserved through companion designation under Part IV of the Ontario Heritage Act.

10.0 Conservation Policies and Guidelines

10.1 OVERVIEW- CONSERVATION INTENT

The conservation intent within the Port Dalhousie Heritage Conservation District is to maintain the existing stock of contributing commercial and industrial heritage buildings whether of high style architectural design or of vernacular construction. It is recognized that the heritage building stock is in various states of repair and maintenance. It is not the intent within the Port Dalhousie Heritage Conservation District to force property owners to restore their property. On the contrary the Port Dalhousie Heritage Conservation District seeks to ensure that when change is considered heritage buildings and their heritage attributes and/or materials are conserved as part of that process of change and development.

In the public realm the intent is to ensure conservation and enhancement of the contributing heritage resources and their heritage attributes identified in 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution with particular regard for the views and vistas described in 9.3.2, as well as to improve the public realm in a manner consistent with the heritage character of the sub-district.

As individual owners or public agencies are in a position to undertake change, the District Guidelines assist in ensuring that change contributes to the conservation of the heritage fabric of the District. Over time, an accrual of small changes enhances the heritage character. The regulation of the District creates a stable environment in which owners can make appropriate investments in their properties with certainty. Nothing in these Guidelines is intended to force repairs or alterations. The Guidelines are to ensure that when work is undertaken, it contributes to the heritage character.

The heritage attributes on contributing properties must be retained and except in exceptional circumstances, proposals for their demolition will be refused. Guidelines for

replacement buildings are intended only for situations where catastrophic or accidental events or unpermitted actions have resulted in the loss of buildings on contributing properties or for the replacement of demolished non-contributing properties.

Proposals for new ancillary buildings or additions to buildings on non-contributing properties are to be in keeping with the District Guidelines.

In addition to the requirements of these Guidelines, the heritage attributes of properties that are “listed” or designated under Part IV of the Ontario Heritage Act, as defined in their respective listing reports or designation bylaws, should be maintained and enhanced in any proposed alteration to the property.

The Heritage Conservation District Guidelines are informed by and to be read in conjunction with the City of St. Catharines Official Plan Heritage Policies contained in section 5.

10.2 AREAS AFFECTED BY THE GUIDELINES

Nothing in these Guidelines will prevent the building of additions, or alterations to the rear of properties that are permitted under the zoning bylaw, however, additions at the rear of properties must not be higher than the ridge of the main roofline of the property, or the top of a flat roof or roof parapet as seen from the public realm. The guidelines apply only to the public realm, to the exterior of private buildings and to landscaped areas that can be clearly seen from the public realm.

Items exempt from control The following items are exempted from heritage permit

- painting of wood, stucco or metal finishes,
- repair of existing features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances, windows, foundations, and decorative wood, metal, stone or terra cotta, provided that the same type of materials are used,
- installation of eavestroughs,
- weatherproofing, including installation of removable storm windows and doors, caulking, and weatherstripping, and
- installation of exterior lights
- Others?

10.3 BUILDING MAINTENANCE – GENERAL PRINCIPLES

- Extend the life of the original fabric through ongoing regular maintenance, such as re-pointing brick, and regular painting of woodwork.
- Repair and maintenance is preferred over replacement of heritage elements.

- Removal or replacement of heritage attributes will not be permitted. If repair is not possible, recreate heritage elements in kind, using reclaimed materials wherever possible.
- Restoration of lost features should be done on the basis of documented evidence of the actual feature, and with like materials.
- Mechanical equipment, meters, external and fixed air conditioning units, roof vents, satellite dishes, or other visible service elements are not permitted in regulated areas, i.e. visible from the public realm, except where it can be demonstrated that there are no feasible alternative locations.
- Skylights are not permitted in areas where they are visible from the public realm.

10.4 Building Maintenance Guidelines

10.4.1 Masonry

CONSERVATION

- Every effort must be made to avoid loss of original brickwork, stone and other masonry elements.
- Clean only when accumulated material is causing risk to the underlying materials, using least abrasive methods available.
- Do not sandblast or use high pressure water blasting or harsh chemicals that will harm older masonry.
- Do not paint brick or stone work.
- Re-point brickwork with traditional mortars that match the formulas of the existing mortars.
- Remove plantings from the surfaces of canal stonework to prevent damage.
- Remove trees planted close to canal stonework to prevent damage by tree roots and to increase solar access to stone surfaces to prevent growth of mildew and or moss that will damage the stone surfaces.
- Do not use modern hard Portland cement mortars on old masonry, as it leads to the rapid deterioration of the masonry.
- Ensure joint profile and texture of mortar joints match original.
- Repair masonry with reclaimed material to match adjacent.
- Evaluate the strength and durability of reclaimed material prior to re-use.
- Maintain decorative brick elements.
- Do not repair historic masonry with modern masonry materials. Modern materials will introduce stresses into historic materials leading to premature deterioration and failure.

REPLACEMENT

- In cases where brick must be completely replaced, because of loss of the building, or severe deterioration of the existing fabric, and suitable re-claimed material

cannot be found, new brick in a compatible colour, texture, size and composition may be considered.

- Concrete block or brick, modern brick, false stone, aluminum or vinyl siding will not be permitted in regulated areas.
- If modern masonry materials are being considered, they should be tested prior to application to ensure they will not damage historic materials.

INFILL

- Encourage the use of traditional red clay brick on infill projects.

10.4.2 Roofing

- For sloped roofs:
 - Replace historic materials such as slate or wood shingles wherever possible.
 - If not feasible to replace roofing materials in kind, an asphalt shingle similar in texture may be considered.
- For flat roofs:
 - Ensure membranes are well maintained and flashed to prevent damage to building structure particularly to masonry parapets

10.4.3 Windows

The Victorian and Edwardian period is marked by innovation and mass production of glass in industrial processes. Prior to this period, glass was expensive, and hard to produce in large sheets, hence smaller, multi-pane windows were used.

Modern double glazed windows require frequent replacement, sometimes as frequently as every 10-20 years. Many heritage buildings have windows in useful service for over 100 years because the windows were built of superior materials, and can be easily repaired. Repair is generally less expensive over the long term than replacement.

A challenge in introducing modern double or triple glazed sealed units into heritage buildings is that the muntin bar needed to cover the silver sealed unit frame is usually wider than the traditional bar for single glazing.

CONSERVATION

- Do not remove repairable or operating original wood windows.
- Repair using similar materials.
- Conserve old glass.
- Attain thermal improvement by installation of storm windows either on the interior or exterior. Do not use vinyl or aluminum storm windows.
- Use weather-stripping systems designed for heritage windows.

REPLACEMENT

- If determined by a conservation expert that the original windows cannot be restored, or if already lost, replacement windows should match size, proportion, division, materials and location of originals as shown in historic photos or other evidence.
- In cases where windows must be replaced, painted wood windows are preferred to allow for restoration of an appropriate colour scheme to the building.
- Conserve historic glass and re-install in new sash as possible.
- Do not introduce new window openings or skylights on the front elevations.
- Restoring shopfront windows to an earlier documented configuration is encouraged.
- Do not use replacement windows that increase the frame or sash size of the original window.
- Where the panes in a sash are not subdivided double glazed sealed units may be introduced.
- Vinyl and aluminum windows are not permitted.

10.4.4 Doors

CONSERVATION

- Maintain original wood doors wherever possible.
- Retain transom windows.
- Thermal upgrade of existing doors can be undertaken by installing astragals and weatherstripping.

REPLACEMENT

- Where doors have been lost, use evidence from historic photographs as a guide to finding appropriate replacement doors.
- Modern glazed doors may be considered in a replacement shopfront.

10.4.5 VERANDAHS

Verandahs are very important to the heritage character of the area, on Lock Street and Lakeport Road contributing to a unique streetscape, immediately recognizable as Port Dalhousie.

CONSERVATION

- It is desirable to re-instate verandahs where missing.
- Do not remove verandas.
- Maintain open verandas.
- Re-opening of closed-in verandas is encouraged.

- Paint woodwork routinely.
- Match original woodwork when replacing missing elements.
- RESTORATION/REPLACEMENT
- Plain square pickets and handrails are preferred if information on original shape of baluster and handrails is not available.
- Paint woodwork.
- Match original woodwork when replacing missing elements.
- The restoration of an earlier veranda is permitted if evidence can be produced that such a porch existed.

10.4.5 Woodwork, Decorative Elements

Decorative woodwork is an important aspect of the District, particularly the cornices and verandahs.

CONSERVATION

- Encourage preservation of all woodwork through regular maintenance, and painting.
- Encourage uncovering of hidden decorative materials.
- Do not introduce aluminum, vinyl or plywood; where extant, their removal is encouraged.

REPLACEMENT

- The replacement of missing woodwork should be informed by photographic documentation of the original building.

10.4.6 Paint

The City of St. Catharines does not regulate paint colours in HCDs, however the following advice is offered for the benefit of property owners wishing to use appropriate paint colours on their buildings. However, painting of previously unpainted surfaces requires review and approval.

In districts with consistent architectural character the overall appearance of the district is strongly enhanced when buildings are painted in original colours or colours appropriate to the period of construction.

CONSERVATION/RESTORATION

- Examination of paint scrapings under a photographer's loop or a microscope will give a good idea of the original colours of the building if the owner is interested in restoring the original colour scheme.

- While colour co-ordination in the district is not required by the City of St. Catharines, owners may choose to undertake research, perhaps in concert with a paint supplier, to develop a palette of historically accurate paint colours that can be made available to interested property owners.
- Window sashes and frames are often painted dark colours, as is woodwork.

10.4.12 Gutters, Eavestroughs and Rain Water Leader

As noted above, the City of St. Catharines does not regulate the installation of eavestroughs, or downspouts in HCDs. The following information is offered to assist property owners in making decisions.

- Wherever possible route rainwater leaders to the sides of buildings, and direct drainage away from foundations.
- Ensure gutters, eavestroughs are well maintained to prevent damage to masonry and other finishes.
- The use of galvanized steel is preferred to prefinished materials to allow co-ordination with paint colours.
- Where appropriate, with cedar or slate roofing, copper is encouraged.
- Do not damage or obscure heritage features when installing drainage systems.

10.5 BUILDING GUIDELINES

10.5.1 Demolition

Demolition of contributing properties in the district will not be permitted. Application for demolition permits will be refused except in exceptional circumstances such as a structural instability or dereliction where judged by an expert heritage consultant to be beyond restoration. All efforts will be made by the municipality to enforce property standards and prevent “demolition by neglect” (see list of contributing properties in Section 9.3)

Demolition of non-contributing properties will generally be permissible, if the replacement building, as shown in the building permit plans, is acceptable under these guidelines and can be shown to improve and enhance the heritage character of the district.

Replacement buildings will be the same size, height, width, depth as the demolished building.

10.5.2 Additions and Alterations

Additions and alterations that erode the heritage attributes or character of contributing buildings and structures will not be permitted. Additions must not overwhelm the original building. Alterations to restore documented lost heritage features are encouraged.

Additions at the rear of properties must not be higher than the main roofline of the property as seen from any point on the public realm, particularly from vantage points identified in 9.3.2. Additions visible from the public realm should be compatible in material, window and door openings and general proportion with the main building.

Re-instating the verandah system over the sidewalks is encouraged.

See also guidelines for additions and alterations in 10.5.1 Commercial Structures and 10.5.2 Industrial Buildings

10.5.3 Infill Buildings

New buildings in the District must be compatible in character, scale, spacing, rhythm on the street, setback, location, height, width, materials, proportion and placement of window openings, height of roofs and eaves, locations of entrance doors, and respectful of the surrounding buildings. New buildings should avoid mimicry of the historic style of adjacent properties. It is desirable to engage an architect with experience designing in Heritage Conservation Districts to design infill buildings in the district.

The reconstruction or restoration of historic structures within the district will be permitted only with thorough supporting research. Historical styles and stylistic elements should not be applied where they did not previously exist. New additions and construction will be distinguishable as new, however minor changes in keeping with the district character may be permitted.

See also guidelines for infill in Sections 10.5.1 Commercial Structures and 10.5.2 Industrial Buildings

10.5.4 Replacement Buildings

Replication of lost buildings is discouraged unless there is sufficient accurate documentary evidence and adequate financial resources to undertake a faithful copy, with the advice of a professional heritage architect who is a member of the Canadian Association of Heritage Professionals.

Replacement buildings will be the same size, height, width, depth as the demolished building.

10.5.5 Commercial Structures

Lakeport Road and Lock Street are distinguished by a number of important nineteenth century commercial structures, some typical main street typology, some former hotels. Recent demolitions of commercial buildings make the remaining contributing buildings commensurately more important to the reading of the sense of time and place of the canal village. Buildings lost from Hogan's Alley have diminished its place as a secondary commercial route, but it still has some commercial structures facing onto it.

Individual statements describing the heritage attributes of the contributing buildings can be found in Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution. All remaining contributing buildings must be conserved whole and insitu, i.e. retaining all four walls and roof.

Commercial Buildings Façade Typology: The traditional facades were divided into two main parts, the upper and lower facade. The upper facade was usually a flat wall surface with window openings and applied decoration such as boldly decorated cornices and window hoods. It may have been divided into vertical bays by the window placement and horizontally emphasized by stringcourses. The lower façade was generally the shop-front and separate entrance doors to the upper levels.

The division between the shop-front and the upper main street facade has always been clearly drawn in commercial architecture. It is necessary to distinguish between the pressures for change to the shop-fronts and the stable upper streetscape facades when contemplating conservation measures.

Shop-fronts: Shop-fronts are usually separated horizontally from the upper facade by a continuous fascia that covered a structural beam, or a porch. The fascia was often used as a signboard. The shop-front was primarily composed of large display windows and was visually contained within the facade. The lower facades for former hotels differ slightly in having smaller windows on the ground floor that related to lobby or dining rooms not a retail function; as these buildings have been adapted for ground floor retail, the glazed areas have been increased.

Porches: In Port Dalhousie, the ground floor and second floor are often separated by a porch structure. Some of the porches are missing. Many of the remaining porch structures have been altered from open to enclosed porches. Where there were second floor porches, there were doors to access the outdoor area.

SHOP-FRONTS

Role of Shop-front: The conservation of commercial structures requires maintaining a balance between the needs of changing commercial uses and prevailing retail styles within the shop-front area and the overall architectural heritage of the building.

The following conservation principles for commercial structures attempt to resolve the conflict between the modern needs of a commercial enterprise and the conservation of the overall architectural character of a structure.

A shop-front may be replaced by;

- Revealing and rehabilitating an earlier design beneath the present shop-front;
- By installing a more complementary modern design; or
- By restoring a shop-front based upon historical documentation (Preferred)

approach).

CONSERVATION/RESTORATION/REHABILITATION

- When assessing a shop-front for conservation purposes, it is essential to distinguish and maintain a balance between the overall permanent architecture of the shop-front and the ever-changing retail displays within the shop-front. This ensures that the prevailing retail fashion does not destroy the heritage value of the architecture above and adjacent.
- Inspect the entire of a facade of the building, preferably from across the street, to note the building's proportions, construction materials, detailing, missing architectural elements and cumulative changes to the facade. Distinguish the permanent or established shop-front from the changing store display.
- Maintain and repair rather than replace existing shop-fronts that are physically sound and compatible with the overall building facade through design, details and proportions even if they are later additions.
- Maintain the general character of a shop-front by removing extraneous additions in front of or within the framework of the shop-front unless it is original or restoration work based upon historical evidence.
- Consider replacing an existing shop-front that does not fit the historical character of the structure.
- Retain the original proportions of glass to solid in the shop-front as well as the glazed transoms above entrance doors.
- Avoid replacing window areas with air conditioning units on the front facade.
- Retain and conserve decorative glass.
- Maintain the characteristic setbacks, recesses, framing, materials and details of shop-front windows when repairing, replacing or restoring.
- Clean, conserve and maintain painted non-ferrous metal surfaces with particular attention to copper and bronze fixtures.
- Consider re-instating former porches where there is evidence they previously existed

SIGNAGE

- Use older photographs to establish appropriate sign styles and types.
- Avoid the use of back-lit fluorescent sign boxes against the fascia that project from

the historic frame of the building.

- Retain, repair and maintain operable canvas awnings if they survive and consider restoring operable awnings to their original location if they are historically documented.

REPLACEMENT

- See 10.7 Demolition
- Reproduce materials, colour and detailing where known.
- Conjectural shop-fronts are not appropriate, where there is no historic evidence of the original shop-front, install a contemporary design.
- Do not give a shop-front a period look that predates the existing building.
- If a shop-front cannot be restored using existing or hidden building fabric without extensive replacement, and it is considered appropriate to recover an earlier appearance, restore using existing materials, building archaeology and archival photographs.
- Inspect carefully for hidden finishes and details, assess for missing design details such as cornices, brackets, pilasters, transoms and window divisions.
- A contemporary replacement shop-front should only be considered when:
 - there is an overriding commercial reason to do so; and
 - when there is no evidence of an original shop-front, or
 - when a new shop-front is being added to a building originally built for another purpose.
- When a contemporary shop-front is being considered, the design should:
 - clearly express the structure of the building, i.e. be framed by brick, wood or steel pillars as appropriate,
 - be visually separated from the upper façade by a strong horizontal element,
 - relate to the divisions and window arrangements of the façade above.

SUBDIVISION/COMBINING GROUND FLOORS

The historic occupation of the commercial buildings in the Commercial Core has been by independently owned and locally operated small businesses which has contributed to the vitality and diversity of the District. That diversity is encouraged by:

- the maximum floor area for an individual shop/retail/artisanal operation shall be no more than 350 sm, and
- the maximum width for shop/retail/artisanal operation shall be no more than 12 m.

In order to be able to continue to read the building divisions of the historic streetscape, shops/retail/artisanal spaces may not be combined if it requires breaking through a party wall between buildings that have been owned separately in the past.

- If shops are combined within a single building, the shop signage shall extend in one sign band across the full width of the shop.

BUILDING LOT SIZES

A fine grained pattern of land subdivision held by a variety of different property owners has contributed to the diversity and vitality of buildings and operations in the area. When land is sub-divided the lot sizes and configurations shall be similar to historic lot sizes.

UPPER FACADES

CONSERVATION/RESTORATION

- Retain, repair and maintain the original architectural detailing of the upper façade with particular attention to the cornice, fascia, window and door placement and proportions and window sash. Restore these elements when missing using historic evidence and the same materials.

INFILL

New commercial buildings facing along Lock Street and Lakeport must be no higher than the tallest contributing building (3 stories) and constructed using red brick, glass, timber, and cement based stucco. Minor use of steel may be considered.

- Avoid mimicry of historic styles and detailing. Facades should respect horizontal and vertical divisions of nearby historic fabric.
- On the upper facades the percentages of open to solid should be similar to the historic fabric but interpreted in a contemporary fashion.
- Shop-fronts will be designed as discussed for contemporary shop-fronts.
- Encourage inclusion of porches and awnings over the sidewalks.

New buildings facing Lake Ontario or Main Street;

- shall preserve service access to the retained contributing buildings on Lock Street and Lakeport Road, and have service access from Main Street,
- shall be constructed using red brick, glass, timber, and cement based stucco, minor use of steel may be considered,
- be compatible in scale with the surrounding contributing buildings,
- with the exception of one higher structure that may be located at the top of the embankment on Main Street, shall be invisible above the rooflines of the contributing buildings when viewed from Lock Street or the parking areas on

- Lakeport Road,
- shall avoid mimicry of historic styles and detailing,
- shall step back from the waterfront and step up the slope to make the change in levels across the embankment evident when viewed from Lakeside Park,
- shall provide an open plaza around the Port Dalhousie Jail,
- shall have shop-fronts designed as discussed for contemporary shop-fronts,
- shall have similar percentages of open to solid on the upper facades to the historic fabric but interpreted in a contemporary fashion.

10.5.6 Industrial Buildings

There are three remaining industrial buildings, two are small 1-2 storey shed building structures, the Port Dalhousie Legion Building and the former Muir Brothers Drydock Building and one large 19th century multi storey gridded timber and heavy masonry building, The Maple Leaf Rubber Building, currently Lincoln Fabrics. More detailed descriptions of the heritage attributes of these buildings can be found in Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution.

Found on the “delta” area these buildings were sited in relation to canal and shipping operations. As the remaining industrial buildings from the once bustling marine industry history they are highly significant to conserve. Much of the land formerly occupied by industrial operations is now open and undeveloped, some as public parkland and harbour-side walkways, some as parking lots. Some sites have potential for development.

CONSERVATION

- See 10.4 Building Maintenance Guidelines for guidance on conserving materials and heritage attributes
- Conserve the relationship to the canals, and where possible enhance the clarity of the buildings former industrial role and canal relationships.
- Retain all former industrial artifacts, including such items as doors, fire doors, equipment, staircases, insitu or close enough that the relationship to the original location is clear

ADDITIONS AND ALTERATIONS

- Do not introduce commercial shopfronts into industrial buildings,
- Avoid additions or alterations to the roof lines that are visible from the public realm or from vantage points identified in 9.3.2
- Additions to the industrial buildings are discouraged except where re-introducing former wings or features.

INFILL

- Additional density in the industrial areas should be added in separate buildings compatible in material, scale, general size and shape to the existing industrial buildings but designed in a contemporary yet compatible style.

SIGNAGE

- Any new commercial signage must be modest in scale and affixed at right angles to the building using methods such as banners or small hanging signs so that commercial signage does not obscure the industrial composition of the buildings
- Small brass plaques may also be used to identify business premises provided they are not larger than .5m x .5m and only one plaque per entrance door
- Wayfinding signs should be located in freestanding locations not attached to buildings, and be modest in scale, ie below 1metre in height.

10.5.7 Port Dalhousie Jail (Lock up)

The Port Dalhousie Jail and its historic relationship to the canal with open space around it and open sky above will be conserved. Retain a minimum of 9m to any adjacent structure. Additions to the Port Dalhousie Jail shall not be permitted, nor introduction of new window or door openings.

10.5.8 Tourism Buildings

Buildings which support tourism, such as kiosks, picnic pavilions, public washrooms, the carousel building, commercial boating operations, or museums and which are sited in open areas such as the parks or adjacent to public walkways or piers are encouraged to be fanciful in their architecture and designed to be seen from all sides.

10.5.9 Mechanical Services/Energy Retrofit

In considering alterations to a property to improve the energy performance of the envelope, ensure that the changes do not alter the heritage attributes of the building as they relate to the public realm or inadvertently cause deterioration of the historic building fabric. Advice of a member of the Canadian Association of Heritage Professionals is recommended prior to making alterations to ensure that energy retrofits do not negatively impact traditional building science.

All changes to windows, doors, masonry, woodwork, mechanical equipment and other items included in this Guideline must conform to the Heritage Conservation District Guidelines in all respects. For example, in the case of surviving wood windows, wood or interior storm windows and weather-stripping may be used to increase performance. Another potential example might be the addition of solar panels to the roof, permitted provided they are not visible from the public realm.

1. Visible mechanical equipment such as transformers, external and fixed air-conditioning units, utility meters or solar panels on the fronts of buildings are not permitted, except where it can be demonstrated that there are no feasible alternative locations.

2. Planting may be considered to screen required devices when other locations are not available.

10.6 LANDSCAPE/STREETSCAPE GUIDELINES

10.6.1 Lock Street

Lock Street is the only street in Port Dalhousie with a traditional Ontario main street character, framed with a continuous street wall of 1-3 storey narrow fronted buildings, with verandahs providing pedestrian shelter and second floor amenity. Its character is described in sections 6.2 Heritage Character, 7.4 District Heritage Character Statement, 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.2 Views, Vistas and Vantage Points. The simple character of the streetscape, without street trees and a minimum of tall lighting fixtures reflects its utilitarian history serving a port town.

To conserve and enhance that character:

- Conserve contributing buildings and adding infill buildings no higher than 3 stories.
- Encourage the re-introduction of verandahs.
- Conserve the views to the First Lock of the Second Welland Canal.
- Conserve asphalt paving and concrete sidewalks.

10.6.2 Lakeport Road

Lakeport Road's character changes along its route, which is described in sections 6.2 Heritage Character, 7.4 District Heritage Character Statement, 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.2 Views, Vistas and Vantage Points.

Until it reaches Lock Street it offers wide open views interrupted by occasional placement of buildings. North of Lock Street, in the area formerly known as Front Street, there is a short row of closely spaced contributing buildings and angle parking overlooking the harbour and Second Welland Canal edge.

The heritage character of Lakeport Road south of Lock Street will be conserved and enhanced by the following measures:

- Conserve contributing buildings.
- Ensure the wide spacing of any new buildings that are introduced to preserve views to the water features both sides of the road.
- Avoid blocking of open views with new plantings.
- Conserve pedestrian and cycling routes along Lakeport Road as part of the kinetic views

The heritage character of Lakeport Road south of Lock Street will be conserved and enhanced by the following measures:

- Conserve contributing buildings.
- Construct new buildings west of Lakeport Road to fill in the currently empty site south of the contributing row of buildings
- Do not construct new buildings east of Lakeport Road to preserve views to the Harbour
- Avoid blocking of open views with new plantings.

10.6.3 Hogan's Alley

Hogan's Alley's character is described in sections 6.2 Heritage Character, 7.4 District Heritage Character Statement, 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.2 Views, Vistas and Vantage Points.

It's intimate scale, and utilitarian character carried forward from its role as a service route should be conserved and enhanced by:

- Conserving contributing buildings.
- Framing views to the water with new infill buildings with front door access from Hogan's Alley
- Retaining hard surfaces and asphalt paving.
- Do not introduce street trees.
- Affixing street lighting to buildings.
- Encouraging retail, live work and artisanal uses along its length.
- Mixing pedestrian and vehicular routes on the same road surface.

10.6.4 Main Street

Main Street's character is described in sections 6.2 Heritage Character, 7.4 District Heritage Character Statement, 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution and 9.3.2 Views, Vistas and Vantage Points.

Its steep grade adjacent as part of and next to the embankment slope has left it largely undeveloped through its history. Its role has been to connect from the Port Dalhousie Jail and the First Welland Canal to Lock Street, later to connect to the parking lot and Lakeside Park. It is connected via "the street with no name" to Lakeport Road to permit traffic to circulate to and from the shops north of Lock Street on Lakeport Road to Lakeside Park and then to leave Port Dalhousie either along Lock Street back to Lakeport Road, or to continue south along Main Street. Its character is not one of a framed street but rather an expedient service route. Its utilitarian character should be respected and conserved by:

- Continuing to use it as a service street for Lakeside Park and new development.
- Minimizing the number of buildings facing onto it.
- Preserving a view to the Port Dalhousie jail from its northern end.
- Do not introduce street trees.

- Encouraging retail, live work and artisanal uses at grade.
- Retaining a pedestrian and cycle route along its length.
- Conserving an asphalt surface.

10.6.5 The Street with No Name

The Street with No Name character is described in sections 7.4 District Heritage Character Statement and 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution

Dubbed “The Street with No Name” it connects Lakeport Road to the north end of Main and serves the parking area for Lakeside Park. Its route is along the former First Canal, the level land adjacent being the canal edges and is therefore an area of high archaeological potential. It has had only minor service buildings along it through most of its history, with the exception of the Port Dalhousie Jail, and the current condominium sales pavilion.

Consider naming the Street with No Name.

It has potential to take on a new character with new development. Development along the Street with No Name shall:

- Be low, 3 stories maximum to ensure views out to the water from buildings further up the slope and on the plateau.
- Be designed to meet the requirements for infill development in these Guidelines.
- Have retail, live work and artisanal uses at ground level.
- Consider providing a wide sidewalk or narrow plaza along the front edge to provide places for restaurant patios or outdoor retail.

Should the Street with No Name be repaved or altered:

- Ensure protection for any archaeological materials that may be extant.
- Paving and design of streetscape or park elements or parking lot landscape should incorporate elements that would refer to the place as the site of the First Welland Canal.

10.6.6 Canal Elements Harbour Edge/Piers

Canal elements and harbour edges and piers are described in sections 6.2 Heritage Character, 7.4 District Heritage Character Statement, 9.3.1 Heritage Inventory, Evaluation and Statements of Contribution and 9.3.2 Views, Vistas and Vantage Points.

The remaining locks and canal remnants, harbour edges and piers are contributing fabric and critical to the legibility of the history and unique form of the canal village. Their utilitarian character shall be conserved by:

- Ensuring that the stones are conserved.
- Restoration of missing canal equipment and features where evidence exists to ensure faithful restoration.
- Remove plantings and trees to avoid root damage to stonework and shade leading to organic growth and stone decay.
- Constructing walkways or boat docking facilities along the canal edges and piers in un-tinted concrete.

10.6.8 Lakeside Park

10.6.9 Rennie Park

10.6.10

10.6.11 Public Walkways/Pedestrian and Cycling Routes

10.6.12 Trees

10.6.13 Signage

10.6.14 PARKING

Lakeside Park Parking Lot
 Angle Parking Lakeport Road
 Parking Lots

10.6.15 LIGHTING

10.10 ZONING IN THE DISTRICT

The existing zoning with height limit of 3 stories is generally appropriate for the area, permitting buildings of similar scale to those in the District. The Secondary Plan Study conducted concurrently with the development of this HCD Plan, reviewed existing height permissions in the District to identify some areas where modest increased heights would be compatible with the existing generally low rise heritage fabric, and other identified heritage attributes, while ensuring that Maple Leaf Rubber retains its landmark quality of being the tallest building in the area, with six tall stories, (roughly equivalent to eight residential floors), and the benchmark height that cannot be exceeded by other new buildings in the area. Special consideration was given to preserving the Port Dalhousie Jail insitu and in its traditional open setting.

Rezoning of property within the boundary of Port Dalhousie Commercial Core and Harbour Heritage Conservation District for additional height not indicated in the attached height map will not be permitted.

Insert Height Map

10.12 ADJACENT AREAS

Adjacent Area 1: The areas east of the harbour contains important public vantage points for views of the Heritage Conservation District as a whole and those public routes should be conserved and enhance public access to the vantage points. It also contains important

contextual fabric for the HCD, the piers and lighthouses, as well as relating delta areas and the opposite bank of the mouth of 12 mile Creek. The lighthouses are federally owned, and designated under Part IV of the Ontario Heritage Act.

Adjacent Area 2: The areas of the Port Dalhousie Heritage Conservation District not included within the boundary of the Port Dalhousie Commercial Core and Harbour Area HCD Plan (2017 HCD Plan) on the plateau area adjacent to the 2017 HCD Plan boundary are laid out in a rectilinear street grid, including residential, religious, and institutional properties and public parks and community monuments. This area has a very different heritage character, yet is important companion context and connecting fabric to the area within the boundary of the 2017 HCD Plan. It will continue to be protected and regulated by the Port Dalhousie Heritage Conservation District Guidelines for conservation and change (2001 HCD Plan).

The municipal council and municipal heritage committee may consider updating and adopting the 2001 HCD Plan for Adjacent Area 2 under Ontario Heritage Act 41.1 in future.

10.13 IMPORTANT VIEWS, VISTAS AND VANTAGE POINTS

Important Views, Vistas and Vantage Points are described in Section 9.3.2. The vantage points are from public places and routes. All efforts will be made to conserve, maximize and enhance the identified features of the views and vistas as well as the vantage points indicated for future generations through the following measures:

- retain all vantage points in the public realm,
- avoid construction which would block views
- ensure continuous public access along kinetic view routes
- consider adding elevated positions to enhance views, or providing public access to places such as the lighthouses where additional interpretive views might be found.

While it is recognized that new development will encroach to some extent on views in the harbour area,

- ensure that the spacing of buildings provides generous openings through which views to the water may be achieved from new public spaces and routes and from Lakeport Road.

10.14 PLACE NAMES

The place and street names in the sub-District, Lock Street, Canal Street, Lakeport Road have important relationships to the marine history of the place, but do not commemorate this place as the traditional territory of the Anishinabek, namely the Mississauga of the New Credit, who preceded Euro-Canadian settlement for thousands of years.

Front which related to the Second Welland Canal frontage was changed to Lakeport Road.

In creating new place or street names:

- Consult with the Mississauga of the New Credit First Nations to achieve appropriate commemoration of the indigenous history of the 12 Mile Creek.
- Commemorate important figures in pre and post Euro-Canadian settlement.
- Commemorate the marine and Welland Canal history.
- Consider re-instating lost place names in their former locations as appropriate.

10.15 ARCHAEOLOGY (FROM CITY)

The City of St. Catharines has policies regarding archaeology in the Official Plan. Those policies are quoted in full in Appendix _____. In addition to those policies, to be consistent with PPS 2.6.5 quoted in Section 5.2, prior to undertaking any projects requiring an archaeological assessment consultation will take place with the Mississauga of the New Credit regarding potential for and appropriate actions to take in the event of discovery of indigenous burials, traces or artifacts.

11.0 Implementation

11.1 FEDERAL LANDS WITHIN AND ADJACENT TO THE DISTRICT

There are federally owned lands in the District and in lands adjacent to the District, primarily associated with the Lake Ontario Shoreline, the piers and the Harbour edges. (See Map Staff to supply) The Ontario Heritage Act does not bind the Crown. Accordingly, a Part V designation by-law does not legally control either provincially owned lands or Federally regulated property or Federally owned property. It has been accepted practice, however, that the Provincial and Federal Governments attempt to harmonize or otherwise complement local initiatives by acting in accord with local planning policies and bylaws. (Has the Federal government got any policy on generally trying to conform with local heritage policies, recognizing that there is no requirement to do so.)

As there is Crown land within the Port Dalhousie Heritage Conservation District the appropriate levels of government involved with this land will be informed of these guidelines and the municipality's intentions with respect to the management of change in this heritage environment.

Map Showing Federal Lands

11.2 MUNICIPAL POLICY

For the implementation of the Port Dalhousie Commercial Core and Harbour HCD Plan City Council may consider the following actions:

The Port Dalhousie Commercial Core and Harbour HCD Plan with boundaries as illustrated in this report, be adopted as the HCD Plan for the sub-district of the Port

Dalhousie Heritage Conservation District under Section 41.1 (Part V) of the *Ontario Heritage Act*.

All individual properties within the District be added to the City of St. Catharines's Inventory of Heritage Properties as properties designated under Part V of the Ontario Heritage Act; and that the evaluations of the individual properties and features included in this report be adopted.

Consider designating properties under Part IV

Section 42 of the *Ontario Heritage Act* (Revised by Bill 60) states that:

“No owner of property situated in a heritage conservation district that has been designated by a municipality under this Part shall do any of the following, unless the owner obtains a permit from the municipality to do so:

- 1. Alter, or permit the alteration of, any part of the property, other than the interior of any structure or building on the property.*
- 2. Erect, demolish or remove any building or structure on the property or permit the erection, demolition or removal of such a building or structure.”*

11.3 ST. CATHARINES HERITAGE PERMIT PROCESS

The Heritage permit process in the HCDs is as follows. When an application (The St. Catharines Heritage Permit Application form is appended) for a Heritage Permit in an HCD (also for individually designated properties) is received it is circulated to the St. Catharines Heritage Permit Advisory Committee (SCHPAC) which meets once a month to provide advice and recommendations to City Council and staff regarding heritage permit applications in accordance with the Ontario Heritage Act (OHA). Both the structure of the SCHPAC (2015) and application form (2016) were recently reviewed and revised. Once the SCHPAC makes a recommendation staff is delegated approval authority for all changes save and except for demolitions. (See delegation Bylaw Section __) In those cases staff prepares a report to Council with the SCHPAC advice and staff recommendation.

A table outlining when a heritage permit is required is included in Appendix __ along with copies of the application forms to apply for a Heritage Permit

11.4 WHEN NO HERITAGE PERMIT IS REQUIRED

No heritage permit is required for:

- an alteration that is not visible from the street, public realm or vantage points as identified in 9.3.2
- exterior painting of wood, stucco or metal finishes,

- repair, using the same materials, of existing exterior features, including roofs, wall cladding, dormers, cresting, cupolas, cornices, brackets, columns, balustrades, porches and steps, entrances, windows, foundations and decorative wood, metal, or stone
- installation of eavestroughs,
- weatherproofing, including installations of removable storm windows and doors, caulking and weather-stripping, and
- installation of exterior lights.

Although a heritage permit is not required in the above instances, property owners and residents are encouraged to conform to the spirit and intent of the Heritage Conservation District Guidelines.

11.5 DELEGATION OF AUTHORITY TO CITY STAFF AND MUNICIPAL HERITAGE COMMITTEE

The Ontario Heritage Act provides the following provisions for delegating authority for granting heritage permits.

DELEGATION

(16) The council of a municipality may delegate by by-law its power to grant permits for the alteration of property situated in a heritage conservation district designated under this Part to an employee or official of the municipality if the council has established a municipal heritage committee and consulted with it before the delegation. 2005, c. 6, s. 32 (6).

SAME

(17) A by-law under subsection (16) may specify the alterations or classes of alterations in respect of which power to grant permits is delegated to the employee or official of the municipality. 2005, c. 6, s. 32 (6).

City of St. Catharines By-law No. 2004-277 delegates to city staff and the Municipal Heritage Committee powers to grant heritage permits in consultation with the Building Division.

2004-277 A By-law to authorize delegation of certain matters to staff.

WHEREAS the Council for The Corporation of the City of St. Catharines deems it desirable to focus its time and attention during meetings to more specific policy oriented matters, corporate direction and strategic planning and have hereby agreed to delegate certain decision making powers on various matters outlined herein to staff and in other cases to waive the requirement of preparing the necessary report, relying on staff to clear conditions and authorizing the solicitor to prepare the necessary by-laws dealing with the individual items.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. CATHARINES hereby enacts as follows:

9. HERITAGE PERMITS

That the requirement to report to Council, on processing of building permits to ensure compliance with heritage policies for properties and areas designated under the Heritage Act, is hereby waived. Requests for approval of compliance with the heritage policies as outlined in the City's official plan, zoning by-law, other applicable legislation and Council policies shall continue to be circulated to the Heritage Committee for their review and recommendation. Upon receiving the recommendation from the Heritage Committee the Director of Planning Services, or his/her designate, shall be required to forward the approval of these requests to the Building Division of the Transportation and Environmental Services department for further processing.

Permit applicants are encouraged to meet with planning staff regarding proposed work. These meetings will help City staff to understand the proposal and the degree to which it responds to the Guidelines.

Should an alteration not require a Building Permit but relate to a matter not exempted from the requirement of a Heritage Permit as described above, a separate Heritage Permit may be issued by City staff. These Heritage Permits are for alterations visible from the street including matters such as: new aerials, antennas, skylights, vents, exterior air conditioning units, satellite dishes, masonry cleaning or painting, and replacement of existing architectural features, such as windows.

Although Council has delegated this authority to staff it can nevertheless decide that it, rather than staff, will consider any given application.

11.6 HERITAGE PERMIT APPLICATION CONTENT

Applications that are not part of the building permit process must contain the following information:

- address of the property, legal description
- name and address of the property owner,
- signature of the owner/owners agent authorizing the application,
- description of the proposed work, including all of the following;
 1. a site plan/sketch showing the location of the proposed work, and planning information regarding the site

2. explanation of the proposed work showing materials, dimensions and extent of the work to be undertaken, and how it fits the conservation intent of the HCD.
3. photographs showing the existing building condition where the work is to take place, and
4. research or documentation in support of the proposal may include archival photographs of the property, pictures or plans of similarly styled buildings in the community.

Although Council has delegated this authority to staff, it can nevertheless decide that it, rather than staff, will consider any given application.

The St. Catharines Heritage Permit Application can be found in Appendix , and downloaded from the City of St. Catharines website <https://www.stcatharines.ca>

11.7 WHEN CITY COUNCIL ISSUES HERITAGE PERMITS

When an application does not, in the view of City staff, comply with the District Guidelines or when it involves the demolition of a structure in the HCD, St. Catharines City Council will decide the application. In making its decision, Council will be provided with the advice of City staff and the Municipal Heritage Committee.

11.8 APPEALING CITY COUNCIL'S DECISION

The Ontario Heritage Act provides an appeal process. The applicant for a Heritage Permit may appeal the decision of Council on alterations, new construction, or demolition to the Ontario Municipal Board.

11.9 HERITAGE CONSERVATION DISTRICT ADVISORY COMMITTEE

Notwithstanding the Official Plan requirement to establish an Advisory Committee for each Heritage Conservation District, until 2015 the only Heritage Advisory Committee was for the Port Dalhousie Heritage Conservation District. In 2015 St. Catharines City Council consolidated all heritage permit functions under the St. Catharines Heritage Advisory Committee (SCHAC).

11.10 PROPERTY STANDARDS

The City of St. Catharines's Property Standards By-Law for Designated Heritage Properties *Law No 2014-248* requires owners to maintain the heritage attributes of their properties. It is attached in Appendix .

12.0 Bibliography

Bibliography

1. Spencer R. Higgins, *Heritage Assessment Report*, Port Dalhousie Commercial Core, February 2006
2. St. Catharines Heritage Committee, *Port Dalhousie Heritage Resource Inventory*, 1998
3. J.K. Jouppien, Heritage Resource Consultant Inc, *The Location of the North Entrance Channel of the 1st Welland Canal, 1824-1829 and a Stage 1-3 Archaeological Assessment of Select Areas at Lakeside park, City of St. Catharines, Regional Municipality of Niagara, AhGt-20,CIF/PIF#P119-011-2008*, November, 2008
4. Phillip Goldsmith, *Heritage Assessment, 12 Lock St. and 38, 28, 26, 18, 14 Lakeport Road* for The Port Dalhousie Conservancy, 5 June 2013
5. Mississauga of the New Credit First Nation *A Sacred Trust*, Video online at <http://www.newcreditfirstnation.com>

Collections

Archives of Ontario

Archives University of Western

St. Catharines Public Library Photo Collection

St. Catharines Standard, several articles

Appendix

PART C: GENERAL POLICIES

3. CULTURAL HERITAGE

Cultural Heritage is the legacy of physical artifacts, including buildings, structures, sites, or landscapes, either individually or in groups, which are considered to be of cultural heritage value or interest at the community, regional, provincial, or national level.

Conserving and enhancing our cultural heritage is important not only because it connects us to our past and helps us to interpret our history, but also because it makes economic sense. Heritage can benefit the local economy by attracting visitors to the City, and favorably influencing the decisions of those contemplating new investment or residence in the city.

The City's cultural heritage resources have in the past been threatened by neglect, obsolescence, redevelopment, and the lack of the financial means necessary for protection or rehabilitation. The following policies provide the framework for the protection and enhancement of the City's cultural heritage resources.

3.1. General Policies

- 1. The City shall identify cultural heritage resources through a continuing process of inventory, survey, and evaluation.*
- 2 The City shall foster awareness and appreciation of the city's cultural heritage and encourage public and private stewardship.*
- 3. The City shall support the continuing use, reuse, care, and conservation of cultural heritage resources and properties.*
- 4. All development/redevelopment shall have regard for identified cultural heritage resources and shall wherever feasible, incorporate these resources into any development plan.*
- 5. The City may require a cultural heritage impact assessment where a proposed development/redevelopment or site alteration of lands, or on adjacent lands, has the potential to adversely affect cultural heritage resources. The City shall develop guidelines for the preparation of cultural impact assessments.*
- 6. Development/redevelopment and site alteration may be permitted on adjacent lands to protected heritage property pursuant to Part IV and V of the Ontario Heritage Act, where the proposed development or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected.*
- 7. All new development/redevelopment in established areas of cultural heritage value or interest shall also be subject to the City's Urban Design Guidelines to ensure development is in keeping with the overall character of these areas.*
- 8. All City-owned cultural heritage resources shall be conserved and maintained in a state of good repair.*
- 9. When a City-owned heritage property is sold, leased, or transferred to another owner, where possible a heritage easement agreement will be secured and barrier free public access maintained to areas with heritage value.*
- 10. The City shall encourage the adaptive reuse of heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and restored and that any new additions will complement the existing building.*

3.2. Heritage Designation

1. The City, in consultation with the St. Catharines Heritage Committee, may designate individual properties, pursuant to Part IV of the Ontario Heritage Act, if they meet one or more of the following criteria for determining whether it is of cultural heritage value or interest:

a) The property has design value or physical value because it,

i) is a rare, unique, representative or early example of a style, type, expression, material or construction method,

ii) displays a high degree of craftsmanship or artistic merit, or

iii) demonstrates a high degree of technical or scientific achievement.

b) The property has historical value or associative value because it,

i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community,

ii) yields, or has the potential to yield, information that contributes to an understanding of the community or culture, or

iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.

c) The property has contextual value because it,

i) is important in defining, maintaining or supporting the character of an area,

ii) is physically, functionally, visually or historically linked to its surroundings, or

iii) is a landmark.

2. In reviewing proposals to alter individual property or structures designated under the Ontario Heritage Act, the City will be guided by the general principles contained in Section 3 of this Plan, in addition to the reason for designation.

3. To ensure a greater degree of protection to designated resources, the City may enter into agreements with property owners, or may attempt to secure conservation easements, in order to protect those features of a building or structure deemed to have cultural heritage value or interest.

4. The City, in consultation with the Heritage Committee, may designate Heritage Conservation Districts, pursuant to Part V of the Ontario Heritage Act, where it has been determined that the district possesses one or more of the following attributes:

- a) The area contains a group of buildings or features that reflect an aspect of local history through association with a person, group, or activity;*
- b) The area is characterized by buildings and structures that are of cultural heritage value or interest;*
- c) The area contains other important physical and aesthetic characteristics that alone would not be sufficient to warrant designation, but provides an important context or association including such matters as landscape features or archaeological sites;*

To date, the City has four designated Heritage Conservation Districts – the Queen Street District, the Yates Street District, the Port Dalhousie District, and the Power Glen District. Heritage Districts are designated on Schedule B ‘Heritage Districts’ of this Plan.

5. Prior to designating a Heritage Conservation District, the City will:

- a) By by-law define an area to be examined for future designation;*
- b) Undertake a study pursuant to the provisions of the Ontario Heritage Act and any other applicable statutes and regulations;*
- c) Prepare and adopt a Heritage Conservation District Plan pursuant to the provisions of the Ontario Heritage Act and any other applicable statutes and regulations;*
- d) Establish for each district a “district committee” that will advise Council on matters pertaining to the designated district where appropriate;*
- e) Be guided by the requirements of the Ontario Heritage Act.*

6. Within a designated district, it is the intent of the City to conserve and enhance its unique heritage character. The City, in consultation with the district committee will encourage property owners to maintain, repair and restore heritage buildings and seek government grants, loans and other incentive programs for eligible conservation work.

7. In reviewing proposals for the construction, demolition, or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by

the applicable heritage district plan and the following general principles where there is potential to impact any cultural heritage resources:

- a) Heritage buildings, associated landscape features and archaeological sites including their surroundings shall be protected from any adverse effects of change;*
- b) Original building fabric and architectural features should be retained, repaired, or restored rather than replaced wherever possible;*
- c) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principle façade;*
- d) New construction and/or infilling should be compatible with surrounding buildings and streetscapes by being generally of the same height, width and orientation as adjacent buildings; being of similar setback; and using similarly proportioned windows, doors, and roof shape;*
- e) Design, style, materials and colours for new construction will be considered on an individual basis on the premise that contemporary styles can be more appropriate in certain cases than using design styles and motifs from previous periods;*
- f) Public works and landscaping within a designated district should ensure that existing roads and streetscapes are maintained or enhanced and that proposed changes respect and are complementary to the identified heritage character of the district;*
- g) The City shall have regard for cultural heritage resources in undertaking public works. When necessary, the City will require measures to mitigate any negative impacts on significant cultural heritage resources;*
- h) The City shall encourage local utility providers to place equipment and devices in locations which do not detract from the visual character of cultural resources and which do not have a negative impact on the architectural integrity of those resources, where feasible;*
- i) Required road rights-of-way indicated elsewhere in the Official Plan, will be required in designated districts but every effort shall be made to ensure that existing pavement widths, especially where they are major contributors to the character of the streetscapes, will be retained;*
- j) The City shall have regard for cultural heritage resources especially in terms of the character of landscapes and streetscapes, tree lines, bridges and the prevailing pattern of settlement in considering the construction of new roads and road improvements including realignment and road widening.*

When necessary, the City will require measures to mitigate any negative impacts on significant cultural heritage resources.

8. The City may accept easements on real property designated under the Ontario Heritage Act.

3.3. Heritage Register

Through a continuing process of inventory and evaluation the City shall maintain, pursuant to the Ontario Heritage Act, a Register of Property of Cultural Heritage Value or Interest.

The Register shall contain those lands that have been designated under Part IV and Part V of the Ontario Heritage Act, as well as properties considered to be eligible for future designation. The Heritage Committee will be consulted before a non-designated property is added too, or removed from the Register in accordance with the Ontario Heritage Act.

The City may consider designation, under Part IV or Part V of the Ontario Heritage Act, of non-designated properties on the Register after consultation with the Heritage Committee and the affected landowner(s).

The owner(s) of a non-designated property on the Register must give the City minimum notice prior to the demolition of any structures on the property as set out in the Ontario Heritage Act. The owner(s) of a property designated under Part IV or Part V of the Ontario Heritage Act must obtain the consent of City Council to allow any erection, demolition, removal or alteration of any buildings or structures on the property, as set out in the Ontario Heritage Act.

3.4. Archaeological Resources

- 1. An Archaeological Management Plan shall be prepared to inventory archaeological sites, establish procedures for their protection and interpretation, and identify areas of archaeological potential.*
- 2. Until an Archaeological Management Plan is adopted, a development proposal on or adjacent to a property with a known archaeological feature or with archaeological potential will require an assessment by an archaeologist licensed under the Ontario Heritage Act. The archaeological assessment must be carried out in compliance with Provincial standards and guidelines.*
- 3. Development and site alteration shall only be permitted on lands containing archaeological resources or areas exhibiting archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site.*

4. *Where significant archaeological resources must be preserved in-situ, only development and site alteration which maintain the heritage integrity of the site will be permitted.*
5. *The City recognizes that, within the boundaries of the municipality and including the Lake Ontario waterfront, there may be marine archaeological remains and resources from the pre-historic period through the modern era, including the remains of ships, boats, vessels, artifacts from the contents of boats and belongings of crew or passengers, weaponry, parts of ship construction, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value. The remains may currently be underwater or were, at one time, underwater but no longer submerged.*

The City may, prior to approving a development proposal or site alteration, require a marine archaeological survey to be conducted by a licensed marine archaeologist to the satisfaction of the City and the Provincial Ministry of Tourism and Culture, or successor thereto, pursuant to the Ontario Heritage Act. Any marine archaeologist resource that is identified must be reported immediately to the Ministry of Tourism and Culture or successor thereto, and the Ministry shall then determine whether the resource shall be left in-situ or may be removed, through excavation, by licensed marine archaeologists under the direction of the Ministry.

6. *The City has special regard for the Welland Canals system. Any proponent for development, redevelopment or site alteration on lands within or adjacent to the Welland Canals first, second and third Canal system as generally illustrated on Part G, Appendix 1 of this Plan, will require an archaeological assessment. Significant archaeological resources shall be conserved by removal and documentation, or by preservation on site or in-situ, and other measures may be required to ensure that the heritage integrity of the Canals systems is preserved and promoted.*

3.5. Cultural Heritage Landscapes

1. *A Cultural Heritage Landscape is a defined geographical area characterized by human settlement activities that have resulted in changes and modifications to the environment, which is now considered to be of cultural heritage value or interest. Cultural Heritage Landscapes may include but are not limited to designated heritage conservation districts, urban streetscapes and mainstreets, industrial complexes, neighbourhoods, and designed landscapes such as parks, cemeteries, gardens and rural landscapes.*
2. *The City shall prepare an inventory of Cultural Heritage Landscapes which may be included in the Register of Properties of Cultural Heritage Value or Interest, or may be considered for designation under the Ontario Heritage Act, and shall*

be protected in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act.

3.6. Cultural Heritage Impact Assessments

1. A cultural heritage impact assessment may be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of lands (private and public) has the potential to adversely affect cultural heritage resources through displacement or disruption, and including:

- destruction, removal or restoration of any, or part of any, heritage attributes or feature;*
- alteration, including restoration, renovation, repair or disturbance;*
- shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings;*
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship;*
- direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature;*
- a change in land use allowing new development or site alteration to fill in formerly open spaces;*
- soil disturbance including a change in grade, alteration of the drainage pattern, or excavation.*

2. Cultural heritage impact assessments may be required in the following instances:

a) Properties designated under any part of the Ontario Heritage Act or properties adjacent to properties designated under the Ontario Heritage Act;

b) Properties that are included in the City's Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City's Register of Property of Cultural Heritage Value or Interest;

c) A registered or known archaeological site or areas of archaeological potential;

d) Properties that comprise or are contained within cultural heritage landscapes that are included in the Registry of Property of Cultural Heritage Value or Interest;

e) Infrastructure improvements and other projects subject to a Municipal Class Environmental Assessment where cultural heritage resources may be impacted by the undertaking

3. The City shall develop guidelines for the preparation of cultural heritage impact assessments.

4. *Where cultural heritage resources are to be affected, the City may impose conditions of approval on any planning application to ensure their continued protection.*

3.7. Implementation

The City may encourage the conservation and enhancement of cultural heritage resources through the following methods:

- a) Participation in the programs of senior levels of government intended for the protection and restoration of cultural heritage resources;*
- b) The consideration of funding programs to aid in the protection and restoration of heritage resources;*
- c) Support the engagement of the arts community and others in the promotion and development of cultural heritage programs and activities;*
- d) Creation of partnerships with heritage foundations and other groups and organizations;*
- e) The use of preferred or beneficial zoning in exchange for the preservation of on-site buildings, landscapes, or streetscapes of cultural heritage value or interest, as provided for in Part F, Section 16.8 of the Plan.*
- f) The consideration of the preservation and enhancement of cultural heritage resources as a condition of planning approvals.*

Property Standards Bylaw-By-Law No 2014-248

SECTION 8 DESIGNATED HERITAGE PROPERTIES

8.1 General

8.1.1 In addition to the minimum Standards for the maintenance and occupancy of Property set out elsewhere in this by-law, the Owner or Occupant of a Part IV Heritage Property or Part V Heritage Property shall:

- (i) maintain, preserve and protect the Heritage Attributes so as to maintain the heritage character, visual and structural heritage integrity of the building or structure;*
- (ii) maintain the Property in a manner that will ensure the protection and preservation of the Heritage Attributes and values; and*

(iii) where required , obtain a heritage permit prior to performing required work or causing any required work to be performed under this section of the bylaw.

8.2 Repair of Heritage Attributes

8.2.1 Despite any other provisions of this by-law, where a Heritage Attribute of a Part IV Heritage Property or Part V Heritage Property can be Repaired, the Heritage Attribute shall not be replaced and instead shall be Repaired:

(i) in such a manner that minimizes damage to the Heritage Attributes and values and maintains the design, colour, texture, grain or other distinctive features of the Heritage Attribute;

(ii) using the same types of material as the original and in keeping with the design, colour, texture, grain and any other distinctive features of the original; and

(iii) where the same types of material as the original are no longer available, alternative types of material that replicate the design, colour, texture, grain or other distinctive features and appearance of the original material may be used, if approved by the Director.

8.3 Replacement of Heritage Attributes

8.3.1 Despite any other provisions of this by-law, where a Heritage Attribute of a Part IV Heritage Property or Part V Heritage Property cannot be Repaired, as determined by the Director, the Heritage Attribute shall be replaced:

(i) in such a manner as to replicate the design, colour, texture, grain and other distinctive features and appearance of the Heritage Attribute, using the same types of material as the original; and

(ii) where the same types of material as the original are no longer available, alternative types of material that replicate the design, colour, texture, grain or other distinctive features and appearance of the original material may be used, if approved by the Director.

8.4 Clearing and Leveling of Heritage Properties

8.4.1 Despite any other provision of this by-law or the Ontario Building Code Act, no building or structure located on a Part IV Heritage Property or Part V Heritage Property may be altered, demolished, removed or relocated except in accordance with the Ontario Heritage Act.

8.5 Vacant Heritage Properties

8.5.1 Where a Part IV Heritage Property or Part V Heritage Property is deemed to be vacant, the Owner shall ensure that appropriate utilities serving the building are connected as required in order to provide, maintain and monitor proper heating, ventilation and exterior entrance lighting to prevent damage to the Heritage Attributes.

8.5.2 The Owner of a vacant Part IV Heritage Property or Part V Heritage Property shall protect the building and Property against the risk of fire, storm, neglect, intentional damage or damage by other causes by effectively preventing the entrance of the elements, unauthorized Persons or the infestation of pests by boarding up with appropriate materials including wood or plexiglass and securing any openings to the building.

8.5.3 All boards used for boarding or securing any opening to a Part IV Heritage Property or Part V Heritage Property shall be installed from the exterior and shall be properly fitted in a watertight manner, fastened securely, and fit in such a manner so that all exterior trim and cladding remains uncovered and undamaged by the boarding.

8.5.4 Except where plexiglass is used, all boards used for boarding or securing an opening to a Part IV Heritage Property or Part V Heritage Property shall be painted or otherwise treated so that the colour blends with the exterior of the building or structure.

8.5.5 If not already in place, an exterior lighting fixture which provides adequate lighting shall be installed and/or maintained at all exterior building entrances, and such fixture may be activated by motion sensors.

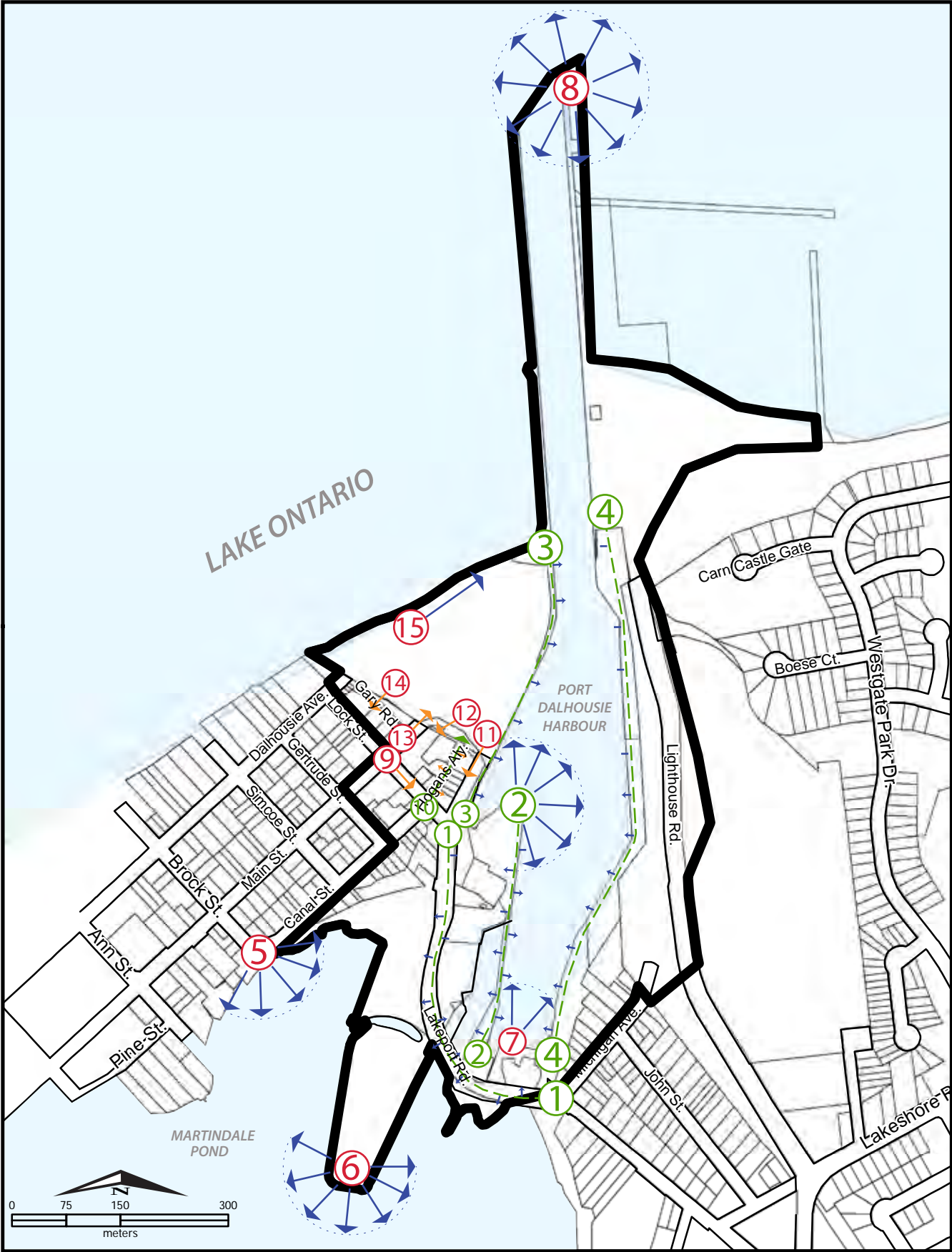
8.6 Conflict

8.6.1 In the event of a conflict between the provisions of Section 8 of this by-law and any other provision of this by-law or the Ontario Building Code Act or the Ontario Heritage Act, the provision that establishes the highest standard for the protection of the Heritage Attributes shall prevail.

Port Dalhousie Secondary Plan

and Heritage Conservation District Studies

Views Analysis



Kinetic Views

--- Continuous View Path

Waterfront

- ① Lakeport Road
- ② Harbour Walk/Waterfront Trail
- ③ West Harbour Edge
- ④ East Harbour Walks

Streetscape

- ⑩ Hogan's Alley

— Secondary Plan Boundary

Static Views

Waterfront

- ⑤ Rennie Park "Plateau"
- ⑥ South Rennie Park
- ⑦ East of Lock 1 Second Canal
- ⑧ East Federal Pier
- ⑮ Lakeside Park Beach

Streetscape

- ⑨ Lock Street
- ⑪ Lakeport Road
- ⑫ Parking Lot, Main Street and Lakeside Park
- ⑬ Main Street
- ⑭ Lakeside Park

November 2016

View No.	Vantage Point(s)
1	Lakeport Road

Representative Images



To Maple Leaf Rubber across St.Catharines Generation



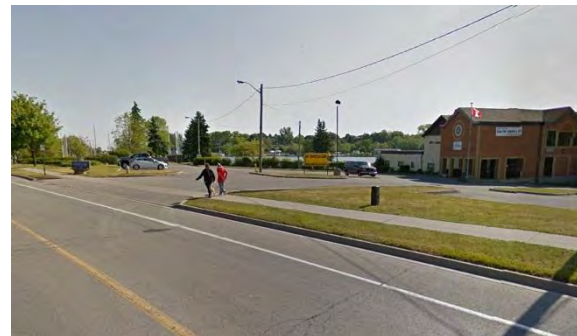
Locktender's Shanty

Description

A series of kinetic views representative of the progression along Lakeport Road starting at the bridge and causeway. The overarching sense in these views is of an open landscape with many water views interrupted occasionally by buildings. The route provides an introduction to many aspects of the cultural landscape of the canal village of Port Dalhousie.

Looking to the north a view of the St. Catharines Generation station, an ongoing industrial use, the First Lock of the Third Welland Canal and its weir, the Locktender's Shanty, and further to the Maple Leaf Rubber factory. To the south a view across Martindale Pond to the bridge from Rennie Park to Royal Henley Park. Moving north close views passing beside Rennie Park to the west and the embankment with Dalhousie House and other commercial buildings built into the slope. Looking east to the Legion building, as well beyond to the harbour, piers and lighthouses beyond.

Ending at Lock Street at the First Lock of the Second Welland Canal and commercial buildings facing onto Lakeport and the former Canal.



Open view to Legion and Harbour beyond

2 **The Harbour Walk/ Waterfront Trail**



To South across Martindale Pond



At Lock Street



Locktender's Shanty

A representative series of kinetic views along The Harbour walk offering views of St. Catharines Generation, The First Lock of the Third Welland Canal and its Weir, the Locktender's Shanty, past and across the water to Maple Leaf Rubber Factory, and over the bridge to the site of the Legion Hall. The walk continues offering views of the Harbour including boats moored there and the east embankment of 12 Mile Creek, buildings on Lakeport Road, and the First Lock of the Second Welland Canal, ending in a panoramic view from the point.



Weir of First Lock of Third Welland Canal



Weir of First Lock of Third Welland Canal



Across First Lock to Maple Leaf Rubber



Path continues towards open view of Harbour and Legion

**3 From South
Rennie Park**



An open view across Martindale Pond, the bridge to Royal Henley Park and towards the filled former route of the Welland Canal.

**4 Views from
Rennie Park
“Plateau”**



Maple Leaf Rubber Factory in distance

To the south a view across Martindale Pond and the bridge linking Rennie Park to Royal Henley Park, on the former alignment of the Welland Canal?

An open view from the "plateau" edge in Rennie Park looking north east across Martindale Pond and Rennie Park to The Maple Leaf Rubber Factory, a clear view of the opposite embankment of 12 Mile Creek.



**5 The East
Harbour Walks
(adjacent)**



Across St Catharines Generation



*Part view of Maple Leaf Rubber and the stone walls of
the former Welland Canal*

A series of kinetic views of the Core Commercial and Harbour Area District from adjacent areas on the east side of the Harbour. Progressing from south to north experienced from the Waterfront Trail, the Harbour Walkway Trail and Lighthouse Road to views of St. Catharines Generation, the First Lock of the Third Welland Canal, Maple Leaf Rubber Factory, the Legion Building, boats moored in the First Lock of the Second Welland Canal, the commercial buildings along Lakeport Road, Lakeside Park and the federal pier/walkway at the mouth of the Harbour Entrance (former Welland Canal) and ending with the contextual view of the Lighthouses.



Along East Harbour Edge, docking and long view to Lakeside Park



Towards Lakeside Park and Harbour Entrance



Towards Lakeside Park and Core Commercial and Harbour Area



View towards Legion Building and Lakeside Park



View towards Lakeside Park and Commercial Core Area



Inner Light House with Outer Lighthouse in background

6 East Federal Pier



Views from the east federal pier looking along the beach at Lakeside Park including the full length and height of the promontory and embankment as well as broad views of Lake Ontario.

**7 The West
Harbour Edge**



A representative series of kinetic views from the west harbour edge out along the west pier beginning at the First Lock of the Second Welland Canal



Need more shots further out on this promenade



8 Lock Street



A view framed by the 19th century commercial buildings on Lock Street down the slope to the First Lock of the Second Welland Canal

9 Main Street

10 Hogan's Alley



Entrance to Hogan's Alley from Lock Street

A view looking north towards Lakeside Park and Lake Ontario beyond.

A series of kinetic views along Hogan's Alley.

View of entrance to Hogan's Alley with views of the second commercial frontages of the upper level of properties that also front onto Lakeport Road. Part way down the embankment Hogan's Alley shifts towards an open view of Lakeside Park and Lake Ontario beyond.

**11 Lakeside Park
Beach**



A long view across the open beach, west pier and harbour towards the lighthouses.

**12 Parking Lot,
Main Street and
Lakeside Park**



The view of the Jail, lock-up, Port Dalhousie Jail, the oldest surviving building in the District, and its open setting. Originally built on the dock edge of the First Welland Canal historic mapping and show it isolated from surroundings with open area around it.

13 Lakeside Park





View of the Embankment slope rising from the site of the former First Welland Canal towards the former Customs House on the “plateau”

14 Lakeport Road







View of the row of commercial buildings, some former hotels facing the former Second Welland Canal, showing verandah rhythm, and alignment with shops south of Lock Street




Port Dalhousie Commercial Core and Harbour
Heritage Evaluation

	Property Information Chart								
Street No's*	Photo	Historic Photo	Builder	Original Owner	Date	Style	De-Designated	Contributing or Non Contributing	Statement of Contribution
	Lock Street								
1					c1920	Moderne- much altered		N	Built during the 1920's, this commercial building located on land at the top of the former embankment is an appropriate scale and form for the Core Commercial area. This structure could be replaced with another of similar scale that met the District Guideline.
5	Anderson Shoes 			Anderson's Shoes	c1920			N	Built during the 1920's, as Anderson Shoes, this commercial building located on land at the top of the former embankment is an appropriate scale and form for the Core Commercial area. This structure could be replaced with another of similar scale that met the District Guideline.

**Port Dalhousie Commercial Core and Harbour
Heritage Evaluation**

9				Sterling Bank of Canada	1907	Edwardian, Neo Classical		C	<p>Former Stirling Bank, (Balzac's Coffee) becoming Standard Bank in 1924, the Canadian Bank of Commerce in 1930, Canadian Imperial Bank of Commerce 1962. As one of two surviving pre-1920 structures on the south side of Lock Street it is important to preserve insitu and whole. It has had several other commercial uses since 1993. A handsome Edwardian building, its heritage attributes include its wooden cornice on two principal facades, its brickwork, window placement on second floors, principal entrance door with flanking woodwork.</p>
15? should this be 11 and 13? Business address says 15					c2000?	Contemporary Commercial		N	<p>Visual assessment suggests that this is a relatively recent commercial building. While an appropriate form for the Core Commercial area this structure could be replaced with another that met the District Guideline.</p>
1?	Wellington Hotel 	St. Catharines Public Library photo collection, c1920 			c1880	Italianate	By Law 2002-180	C	<p>Former Wellington Hotel, (currently vacant) The site was purchased in 1872 by Marcia Dixon, in 1877 Richard Dixon opened the Wellington Hotel as a saloon, becoming a hotel in 1902. The building has operated as an ice cream parlour, with a back pool room. Since 1957 named the Lion Hotel. Photo c 1920 show a verandah over the street, with railings, a modest cornice, as well as a gas pump. As one of two surviving pre-1920 structures on the south side of Lock Street it is important to preserve insitu and whole. Its heritage attributes include its regular 5 bay polychromatic brick upper stories, including voussoirs over the windows, corbelling at the cornice line, a single storey frame verandah, the ground floor entrance door opening. The ground floor window openings and glazing have been altered, but early photos and postcards provide sufficient evidence for</p>






Port Dalhousie Commercial Core and Harbour
Heritage Evaluation

17	Lock and Main Marketplace 				2004	Contemporary Commercial		N	Lock and Main Street Marketplace, a relatively recent commercial building. While an appropriate form for the Core Commercial area this structure could be replaced with another that met the District Guideline.
19	Scorecard Harry's 				c 1989			N	Scorecard Harry's Kilt and Clover, A relatively recent commercial building. While an appropriate form for the Core Commercial area, in brick with a verandah, this structure could be replaced with another that met the District Guideline.
	Lock Streetscape from Main Street 								A short yet significant block, with a narrow paving width framed by one to three storey mixed commercial, hotel, residential buildings. Named for the street's relationship to the First Lock of the Second Welland Canal at its eastern end. The current acorn style street lighting with wooden poles and above ground wiring has been in place since 1960's. Heritage attributes of the streetscape are the narrow paving width, the slope of the former embankment to the canal level, (12 Mile Creek delta present in early maps, pre-Welland Canal construction), and to the higher plateau west of Main Street, the one to three storey buildings framing the street and the open view out to the former canal landscape on the east.






**Port Dalhousie Commercial Core and Harbour
Heritage Evaluation**

16	Vacant Site									Vacant Site, former structures, such as the Hyrdro Building and Erskine's Pharmacy, and the Rum Jungle were demolished for the Port Place Development. Early photographs and mapping show this site undeveloped through much of its early history. New buildings which meet the District Guideline are encouraged.
16	Austin House Hotel			John Harrigan	1896	Italianate and Vernacular	By Law 2002-180	C		The former Austin House Hotel, currently vacant, was the first hotel in the area to have indoor plumbing and power. The hotel was purchased in 1977 by Arthur Smith, who made interior renovations, renaming it the Lakeside Hotel. It has also been altered as apartment suites. It was designated in 1980 and as one of the two remaining 19th century buildings facing onto the north side of Lock Street, it is important to conserve insitu and whole. It contributes to the streetscape in Italianate style. Heritage attributes include; the 3 storey brick with irregular four bay elevation separated by brick pilasters, a door out to the steel bracket supported balcony/ canopy, the upper two stories with cornice and hood-moulded brick voussoirs over the windows, (windows are replacement but follow the original sash form.), ground floor alcove entrance with painted transoms and large panelled doors (the ground floor glazing is currently obscured by signage).
12	Stanton Grocery Bldg.	St. Catharines Public Library Coll'n, c 1970		James Stanton	1897	Frame Vernacular		C		Stanton Grocery and Post Office (Little India Restaurant) replaced a former grocery store operated by Oscar Sharpe since 1875. It was bought by Nino and Giovanni Donatelli in 1978, renovated and operated as a craft store. As one of the two remaining 19th century buildings facing onto the north side of Lock Street, it is important to conserve insitu and whole. Its heritage attributes include; its simple two storey frame structure, front facing gabled shed roof, open roofed two storey verandah with wood railings, window openings, and central door.
	Hogan's Alley from Lock Street									


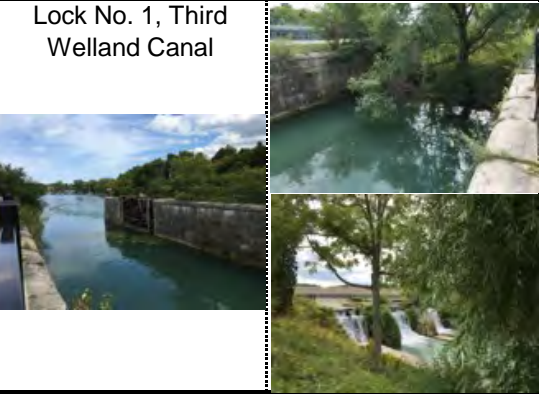
Port Dalhousie Commercial Core and Harbour
Heritage Evaluation

		Illustration from pg 171 Port Dalhousie Heritage Resource Inventory							C	Hogan's Alley has evolved from a service lane occupied by several small service buildings such as ice houses and outhouses for the nearby taverns to a minor street supporting commercial frontages and several small buildings. Buildings addressing Lakeport Road and Lock Street have secondary commercial frontage on Hogan's Alley. It's intimate scale has been compromised by demolitions. Nonetheless its retains the heritage attributes of some buildings framing its edge and provision of a secondary route from Canal Street to the top of the embankment and down to the former shore edge, with a gradually approach to a view down to the site of the First Welland Canal, Lakeside Park and Lake Ontario beyond. New buildings could be added facing onto Hogan's Alley in accordance with the District Guideline.
38 Lakeport Road	Murphy Building								C	Murphy Building, Discussed in more detail under 38 Lakeport Address. The side elevation of the building along Lock Street is secondary to the Lakeport Street elevation, with more random, functional placement of windows and doors. As the building was altered to become a restaurant. The side door, now the main entrance may have served several former tenants of the building.
	Lakeport Road									
57	Royal Canadian Legion Building				c.1870 (Part) 1900-- c. 1950 5				C	Former Maintenance Building and Works Yard (Royal Canadian Legion) Portions of the present building, (L shape) date from 1870's but have been much altered. It has housed a blacksmith shop, machine shop and also been used for storage for the Henley rowing club. The Crown granted the land and building to the Trustees of the Canadian Legion #350 in 1951, and has been used as a pub and poolhall for members. In the historic photograph the former building can be seen. The north west side of the building dates to the early 1950's. The complex contributes to the District as surviving industrial remnant used to service canal components that arrived by barge, including heritage attributes of the early wing, the original medium gabled L-shaped section and newer gabled stone wing featuring the Legion Emblem. Fenestration patterns have been much altered.

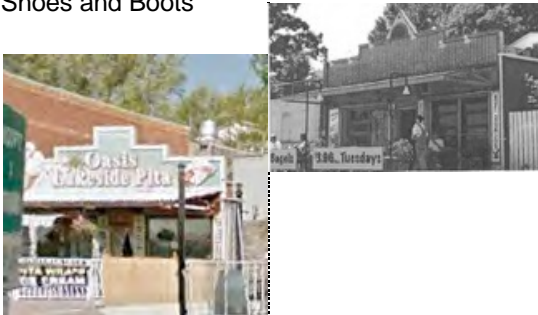


**Port Dalhousie Commercial Core and Harbour
Heritage Evaluation**

61	Pier 61 Bar and Grill				not known	Contemporary Commercial		N	A recent restaurant building sited in a similar way to early industrial buildings in relation to the canal edge. While an appropriate form for the Harbour Area area this structure could be replaced with another that met the District Guideline.
63	Maple Leaf Rubber Company				1898	Edwardian		C	Former Maple Leaf Rubber Company Building (Lincoln Fabrics) is the largest remaining structure from Port Dalhousie's industrial past, and is highly visible in several key views. It formerly had a second wing and tower. The business was on the site from 1886, employing as many as 300, the present building was built after an 1898 fire. From 1915 to 1927 it was operated as Canadian Consolidated Rubber company, closing after opening of the Fourth Canal ended shipping to the site. Since then it has been occupied by several industrial enterprises, Lincoln Fabrics from 1955 to 2016. It contributes to the District as the largest surviving industrial building, as an important landmark visible from several vantage points, with heritage attributes including its relationship to the former Welland Canal, its Edwardian brick facades, regularly spaced double hung windows with elliptical tops on all facades, the large brick chimney, the brick corbelling at the roof line, the traces of the former Maple Leaf Rubber Company sign on the brickwork, loading doors and gates, as well as traces of the former above grade walkway-link. Early photographs indicate a cornice on the east side, now missing.
52						Vernacular	By Law 2002-180	C	Dalhousie House, former Muir Brother's Dry Dock, Five Muir brothers operated their business here from 1850-1946, the longest continuous business in Port Dalhousie. It became the Port Dalhousie Shipyard until 1953, when it was sold and the name changed to Garmont Supply, and then the Port Weller Dry Dock Limited, operated until the early 1960's. The building's industrial purpose and the Muir family's Scottish roots are reflected in the simple shed form, in brick and stone. The property contributes to the District by its age, built during its original industrial purpose and form, its simple shed roof. Heritage attributes include the roof, the windows, the opening for the former loading doors, the stone and brick materials, the six diamond shapes in darker brick on its facade, and its site, set into the embankment reflecting its relationship to the former dry dock, and the Welland Canal. (Also See Rennie Park)


Port Dalhousie Commercial Core and Harbour
Heritage Evaluation

69a	Locktender's Cottage				1887	Gothic Revival	By Law 2002-180	C.	<p>The Locktender's Shanty Twenty metres north of Lakeport Road, on the west side of the Port Dalhousie Harbour Walkway, is a small restored building that is the last remaining Lock Tender's Shanty from the days of the Third Welland Canal. It is important to preserve intact and insitue. The little building was used as a shelter for Canal employees who operated the lock, collected the usage fees, recorded the number and type of vessels, and oversaw the passage of ship traffic in and out of the Welland Canal.</p> <p>The Shanty was in poor condition in the late 1980s. In 1989, a group of students from Lakeport Secondary School repaired and restored the original heritage building, but it was soon vandalized again because of its out-of-the-way location. In the late 1990s, the Port Dalhousie Harbour Walkway was established next to the Shanty, making the boarded-up structure more accessible and visible to passers-by.</p> <p>A 1999 initiative to relocate the Shanty was criticized in the press as being disrespectful to the history and heritage of the Welland Canals. St. Catharines City Council rejected the request in March of 1999, and the Shanty has remained in its original location ever since. Heritage attributes include its siting, its visibility from the Harbour Walk and Lakeport Road, its wood board and batten siding, steeply pitched roof with wood shingles, two over two windows and decorative wood trim.</p>
	Lock No. 1, Third Welland Canal			c. 1874					<p>The Third Welland Canal served from 1875-1932. To increase traffic and the size of ships that could be handled. The third canal did not follow the Twelve Mile Creek, but took a more direct route across St. Catharines, by-passing Thorold towards Port Colborne. It was deepened to 40 feet and each lock enlarged to 270 feet long, 45 feet wide, and 14 feet deep. It contributed to a rapid increase in growth for Port Dalhousie. Heritage attributes of Lock No. 1, Third Welland Canal include the large stone mortar-less? walls, remnant hardware and gates, the adjacent weir as well as their siting on the former canal route. Consider re-instating missing elements such as gates and operating hardware for information purposes. Plant material and trees near the canal walls should be removed to prevent damage to the stonework.</p>




Port Dalhousie Commercial Core and Harbour
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48	Johnston and Son's Shoes and Boots			c1870				C.	Johnston and Son's Shoes and Boots. The formerly two storey brick building has been extensively remodeled since its construction. Heritage attributes include its siting relating to the former Second Welland Canal, its wood frame construction and falsefront façade.
52								N	At first glance this group of buildings appears to be an infilled strip mall set back from Lakeport Road, but its siting reflects the historic position of former commercial buildings that related to the Second Welland Canal. It aligns with buildings fronting onto Lakeport Road north of Lock Street. With the exception of number 48 which retains 19th century original fabric, the buildings in this row are non-contributing but their siting at the edge and set into the embankment in relation to the former canal edge is important to conserve and contributes to conveying the sense of time and place of the canal village. These buildings could be replaced as set out in the District Guideline.
1 Lock Street								N	See 1 Lock Street
	Lock Street crosses								






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			c.1850				C	<p>Lock Number One, Second Welland Canal The Second Welland Canal served from 1851 to 1875 when it was superceded by the Third Welland Canal. Lock Street takes its name from Lock Number One. It is significant as a remainder of the canal history of the village retaining its stone walls, form and role as part of the current harbour docking facilities. Heritage attributes include the stone retaining walls and the lock-gate recesses. To avoid damage to stone work removal of plant materials is recommended. Re-construction of lock gates and bridging may be considered.</p>
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38 Lakeport Road	Murphy Building 	Detail from undated postcard, St. Catharines Public Library Collection			1885	Italianate	By Law 2002-180	C	The Murphy Building, on the site of Former Wood House Hotel, (burned 1884) as well as several other earlier businesses, Johnson's Tavern(1820), Thompson Hotel, John Denton's Tailor shop, John Wood's grocery store. Built by Edward Murphy in 1885 as a ship chandlery, it has also been used for an agent for steamboats, telegraph, telephone and insurance. Since 1978 the building has been operated by Blake and Lillian Harley as a restaurant and small hotel. The adjacent frame structure replaces an earlier ice house. Constructed for a purpose related to shipping on the Welland Canal, the building's heritage attributes include the two storey brick facade, double hung wood windows evenly spaced along the second storey, brick corbelling suggesting a missing cornice, the corner entrance. The ground floor fenestration appears to have been altered. Restoration of the cornice and former ground floor fenestration patterns could be considered. The secondary elevation along Lock Street is discussed under Lock Street.
26	Walkerly Building 				1865			C	(Old Port Dairy Bar), formerly the None-such Hotel, was operated by Joseph Walkerly. It later housed the first bowling alley in Port Dalhousie. It has been an ice cream parlour, a ladies clothing store and a bookstore. The façade has been considerably altered over time from brick, to brick faced with wood, to brick. Window openings have been altered. A former verandah has been removed. The building contributes to the District, built during the and continuously occupied by businesses serving tourism, with its brick facade, including the former door opening to provide verandah access. Restoration of the verandah and the elevation to an earlier shopfront and window openings could be considered.
18a	Dwyer's Grocers 				c 1870's	Italianate	By Law 2002-180	C	For Lease, Formerly Dwyer's Grocers, Stationers and Tobacco Inc. Reputed to one of the oldest storefronts in Southern Ontario, built by E.F. Dwyer, licensed as an agent for the Montreal Telegraph and American Express companies. It was the site of the former J&M Rogers Butcher Shop. It was designated in 1980. The two storey building contributes to the District with a simple four bay Italianate polychromatic red and yellow brick facade, with corbelling for a missing cornice, two over two arch headed windows, brick voussoirs with small stone keystones. The ground floor wood and glass shopfront with wood cornice is significant to conserve with circular wood window frames, wood trim bracket and banding, entrance door to second floor with transom window above. The shop door appears to have been replaced.





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14	Stanton Bros. 			1880			C	(Za Pizza Joint) built as Stanton Bros. Groceries Fruit & Company. The frame building with verandah has been used as a chandlery, hair salon, and telegraph office. The building contributes to the District in a two storey frame structure with festively decorated two storey wood verandah. The glazing pattern and decorative elements on the verandah have been altered. Restoration to original form should be considered.
10A-12	Empty Lot 	Demolished- Port Mansion/Port Hotel 						The building that was on this site was demolished as part of clearing the Port Place Site for redevelopment yet fit well into the Lakeport Road Streetscape. In 1936 the former 1860's McGrath House and Union House Hotels were combined into one, renamed the Port Hotel in 1953. It was known as the Port Mansion at the time of its demolition. Over its near 150 year history the structure was altered many times, with a historicist facade reconstruction in 1997. A verandah linking the two buildings is visible on the Fire Insurance Map of 1929, and was a key feature of the streetscape. Re-instatement of a porch is encouraged in a replacement building, as set out in the District Guideline.
	Lakeport Streetscape 	mid 20th century photograph, St. Catharines Public Library Collection 						The Lakeport Streetscape, (formerly Front Street) preserves the early commercial buildings and hotels that were built to serve the Second Welland Canal. Its fine grained scale of building, reflecting multiple ownership and entrepreneurs is important to conserve whole, along with the views from inside the properties of the former Welland Canal and Lock 1. The construction of verandahs over the public sidewalk creates a unique streetscape.





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	"Street with No Name"										The "Street with No Name" is the extension of Lakeport Road and Main Street which passes between the Lakeside Parking Lot and the foot of the embankment. The First Welland Canal route and canal edges were in the same area and there may be archaeological remains below this drive and parking lot. Hogan's Alley ends at the "Street with No Name". The Port Dalhousie Jail (lock-up) which was built at the canal edge remains the only permanent structure that facing the former canal and the lake. It's heritage attributes are its location marking the approximate location of the former canal and the change in grade between the former shore of Lake Ontario and the embankment beyond.
16	Port Dalhousie Jail							By Law 2002-180	C		Port Dalhousie Jail House was built immediately adjacent to the First Canal entry lock channel. It is one of the oldest jails in Canada, and it was built at a time when Port Dalhousie was a rowdy place. Through its history it has sat isolated from other structures, reflecting the social isolation of incarceration. At different times it has been suggested it be relocated, public debate has defended the importance of its location. It was designated in 1979 as a historic property. As the earliest extant building in the District, and the only remaining property facing the former First Welland Canal its location surrounded by open space is a significant heritage attribute along with the simple shed roof, stone walls, heavy door and lack of windows reflecting its purpose as a jail. The chinmey represents the early wood fueled heating. (Prisoners were expected to supply firewood).


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<div>Lakeside Park</div> <div></div>	<div>Sports Field at Lakeside Park File no.D417380, Niagara Falls Public Library Images Data Base,</div> <div></div>	<div>Niagara, St. Catharines and Toronto Railway Company</div>	<div>1902</div>				<div>C</div>	<div>Lakeside Park is an evolved cultural heritage landscape, bounded by Lake Ontario on the north, the promenade of the former Welland Canal on the east, Gary Road at the embankment base along the south edge. It occupies filled land of the former Twelve Mile Creek delta. The first Welland Canal passed along the southern edge of the park, at the base of the embankment. As the canals were dredged the fill was put into the delta, gradually creating land that gave access to the sandy beach, and was occupied by several small buildings, small cottages and outbuildings. In 1902, the land was purchased by Niagara, St. Catharines and Toronto Railway Company to create an amusement park, including change rooms, concession booths as well as a baseball diamond and the carousel, accessed by streetcar. The development of Lakeside Park marked the beginning of Port Dalhousie as a summer resort area. The park was renovated in 1921 doubling the area to 12 acres, a thriving commercial operation more in the spirit of Coney Island or today's Canada's Wonderland than the current peaceful municipal park. Attractions included a water slide, bleachers for the baseball diamond, a covered picnic pavillion big enough for 3000, water bicycles and a midway that gradually grew. In 1950 Sid Brookson bought the park from the CNR. With the decline of steamship and rail service as well as increasing lake pollution the park lost popularity. The downward trend ended in 1969 when following a lawsuit by the park operators over sewage contamination at the beach, the City of St. Catharines took over the park. With the exception of the carousel the amusements were sold off. The heritage attributes of the park include the traces of the first Welland Canal, the open landscaped areas, the long sand beach, trees, the carousel, the picnic pavillion, and the paved edge along the canal.</div>
<div></div>								<div>Lakeside Pavillion, demolished in 2016 notwithstanding the public outcry. There was considerable debate about its date of construction and feasibility of repairs. As noted in the Lakeside Park notes, there has been a picnic pavillion in the park since the 1920's, but not necessarily this one. A simple handsome structure, its heritage attributes included its low sloped roof, timber framed roof, timber posts with angle bracing. A replacement structure will incorporate similar features or reproduce the lost structure.</div>


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9	Carousel Building	<p>Photograph showing the original location of the carousel at east side of Lakeside Park, Collection St.</p>  	Niagara St. Catharines and Toronto Railway	1981, 1903 1921 (see text)	Post Modern		Designated under Part IV, Bylaw 83-127	C	<p>Carousel House, The brick building, constructed in 1981, by the City of St. Catharines is less important than what it houses. It mirrors the shape of the carousel in its roof lines and decorative finial, the side walls open up to display the intricate object inside. The carousel itself has had a history in Lakeside Park that began in 1921 when it was brought from Hanlan's point in Toronto by the Niagara, St. Catharine's and Toronto Railway to be part of the amusements offered at Lakeside Park that the company was developing in partnership with Canada Railway News. The carousel inside, built in 1903, is an important surviving example of a Looft menagerie carousel with four rows, 69 hand carved wooden animals, including jumpers and standers. The site is owned and operated by the City of St. Catharines as a result of an important local movement to Save the Carousel when it was put up for sale in 1969. Funds were raised to purchase and restore it, and it was given to the City in 1970. When threatened with flooding in 1973 it was dismantled and stored. Local carvers have donated time to repairing of the wood carvings. The carousel was moved to this location away from potential flooding and housed to protect it from the elements.</p>
	Rennie Park	<p>View of Former Muir Brothers Dry Dock and Canal</p>  				1975		C.	<p>Rennie Park, named after prominent community volunteer Jim Rennie, is built on the site of the Muir Brother's Dry Docks as well as the First and Second Welland Canals. Early photographs show several buildings on the Muir Brother's Dry Dock Property, Dalhousie House being the sole surviving structure. The judges stand roughly marks the boundary between the canal and the drydock, from there an artificial tow path stretched across Martindale Pond allowing teams of horses to pull boats and barges along the canal. In 1903 a wood grandstand was built on the same area facing the rubber factory and overlooking the old Second Canal, the finishing line of the original Henley Course. The current grandstand is a later construction. The docks and canal were buried in the late 1970's at the same time Lakeport Road was straightened. Rennie Park contributes an important cultural landscape with hidden heritage attributes of canals and drydock traces evident in the plan and visible rusted metal pilings, lanyards and corrugated sheet metal that dot the park. Pathways, benches, flagpoles and landscaping are recent introductions and might be re-organized to better illustrate and commemorate the archaeological history that lies below the surface.</p>
	East Harbour (Adjacent)								

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									<p>The two lighthouses and the pier are federally owned and administered. They are outside the 2017 District boundary in an area adjacent to it. They have an important contextual and historic relationship with the HCD, but are identified and protected separate from the 2017 HCD. The lighthouses are designated under Part IV of the Ontario Heritage Act by the municipality to signal to the federal government their local significance. The piers are federally owned and maintained in co-operation with the municipality.</p>
			1879, c1898						<p>Lighthouses: The pair of lighthouses located on the eastern pier, one inner, one outer range light houses were read together to navigate into the Second Welland Canal. The inner range, octagonal lighthouse is the third in this location, the previous two were removed, the first built in 1852 by the Department of Marine, had become outdated and replaced in 1893, only to be destroyed by a lightning fire in 1898. The current inner range lighthouse was constructed immediately after the fire. The outer range lighthouse was constructed in 1879.</p>
	find a close up photo		1879	Federal Gov't			Designate d Part IV, 1997		<p>Outer Range Lighthouse, Built at the same time as the Second Welland Canal, but busiest during the period of the third canal. It is one of the best preserved lighthouses on the Great Lakes. Square in plan, 9.5 m tall, it tapers to an octagonal lantern at the top. It was clad with alumimum siding in 1970. Its heritage attributes include its plan, timber construction, wooden exterior siding, wood frieze, woodbracketed lookout with metal railing, gabled doorway, for horn, lantern, green paint as defined by Coast Guard regulations,</p>

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			1898			Designated Part IV, 1997	C	Inner Range Lighthouse, The present structure is the third lighthouse to be constructed on this site, replacing structures built in 1852, and 1893. A four storey octagonal structure tapering to an ornate cornice and 12 sided lantern. Its heritage attributes include its site on the east side of the canal, its octagonal plan, its height, its colour scheme to conform with coast guard regulations, its interior four stairs, lantern, windows, doors and dormers with projecting frame pediments, lookout, railing. Now clad in aluminum, its original shingled siding could be restored, along with hidden window openings.
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APPENDIX B

DRAFT**15.1.2 Port Dalhousie Commercial Core and Harbour Area
Secondary Plan****1.0 Purpose**

The purpose of this Secondary Plan is to establish a more detailed planning framework for the Port Dalhousie Commercial Core and Harbour area in support of the general policy framework provided by the Official Plan. The policy directions reflect the recommendations of the Harbour Urban Design Study, the public input derived through a series of community meetings and the relevant Heritage Conservation District Plans. The Secondary Plan has been created to provide greater guidance with respect to built form, land use, public realm, heritage, transportation and parking matters.

2.1 Goal

The overall goal of the Secondary Plan is to recognize the unique waterfront character of Port Dalhousie's Commercial Core and Harbour area and ensure the retention and enhancement of the natural, cultural and heritage resources which contribute to the distinct lakeside village atmosphere. The Secondary Plan is intended to guide growth through contextually sensitive infilling and the promotion of existing businesses and small-scale tourist/retail related activities in keeping with the historic nature of Port Dalhousie.

2.2 Objectives

The following objectives are established in support of the overall goal:

- a) Celebrate the industrial and nautical heritage of the community and ensure that it continues to be reflected in the character of the area by conserving and enhancing the built heritage resources and cultural heritage landscapes.
- b) Facilitate public access to the lake, harbour, Martindale Pond and open space areas, re-establish access to the piers and maintain boat ramp and docking opportunities.
- c) Maintain views and vistas to the water and to various built landmarks including the lighthouses, canal remnants, former industrial buildings and the historic streetscapes.
- d) Ensure that all development respects and reinforces the existing built form and architectural character of its specific location as well as the broader

community context through its height, built form, massing, scale, setbacks, and design.

- e) Improve the vitality of the commercial core through the support of appropriately sized specialty and tourist related uses and through the redevelopment of vacant lots in a manner that fits with the existing physical attributes of the community.
- f) Enhance the regional tourism role of the area by permitting new community, hospitality, and cultural uses and activities where they can be developed at an appropriate scale for the heritage character of the area.
- g) Improve opportunities for social interaction and the enhancement of the pedestrian realm through the provision of meeting places and improvements to streetscape and pedestrian amenities.
- h) Support a connected public realm and enhance trails and pedestrian/cycling opportunities throughout the area to improve connectivity and encourage active transportation.
- i) Enhance user experiences and facilities at the existing parks.
- j) Maintain and enhance the health of the natural environment.
- k) Reduce parking demand by facilitating active transportation and transit usage, and improve parking areas and access while ensuring that new parking options are balanced with the retention of existing open space.
- l) Improve connectivity between the east and west sides of the harbour area.
- m) Minimize the impact of the commercial areas on adjacent residential areas.

3. General Policies

1. Part of the land within this Secondary Plan area is within a Heritage Conservation District and any development, site alteration or public work within the Heritage Conservation District will conserve the character of the area. The character of all lands within the Secondary Plan area including those outside of the Heritage Conservation District will be protected and where possible enhanced.
2. Notwithstanding the policies in Part B Section 2.3.3.4 vii) the potential for housing intensification within the Community Commercial designation has been identified on sites shown on Schedule E5 but overall housing intensification within the Community Commercial designation will not be encouraged unless it can be demonstrated to the satisfaction of the City that it meets the intent of the Heritage Conservation District Plan and maintains the character of the area.

4. Cultural Heritage

The character of the Port Dalhousie Commercial Core and Harbour area has been formed by its location at the intersection of the Lake Ontario shoreline and the mouth of 12 Mile Creek and by its history as an important canal terminus and service location for the first three Welland Canals. Port Dalhousie is among the best-preserved 19th-century canal villages in Canada, containing unique streetscapes, road patterns, open spaces, broad vistas and views to the shoreline between the existing buildings. It is also an area of high archaeological potential containing remnants of the three Welland canals, the foundations of former industrial and commercial buildings and possible pre-contact aboriginal occupation.

Port Dalhousie has a long history as a tourist destination and Lakeside Park, first developed as a private tourist facility, provides public access to the lake and harbour areas that continues to attract tourists and visitors. The harbour also provides a variety of boating opportunities and the adjacent Martindale Pond is home to the historic Henley Rowing Club.

Port Dalhousie has retained its historic street pattern which is oriented to the water and its commercial core which serves both the residential and harbour areas. The area consists of low-rise buildings of 1 to 3 storeys in height with the exception being the Maple Leaf Rubber /Lincoln Fabrics Building, which is a key landmark and one of a few surviving buildings from the industrial era of the community.

1. All development, site alteration and public works within the Port Dalhousie Heritage Conservation District will occur in accordance with the policies in Part C Section 3 of the Plan. When the City adopts the Port Dalhousie

Commercial Core and Harbour Area Heritage Conservation District Plan under the 2005 Ontario Heritage Act, Council will not pass any by-law that is contrary to the objectives set out in the Plan or carry out any public work that is contrary to the objectives set out in the Plan.

2. In reviewing proposals for construction, demolition or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by the relevant Heritage Conservation District Guidelines, the principles established in Part C section 3.2.7 of the Plan and the following:
 - a) In addition to the provisions in Part C Section 3.2.7 b) of the Plan, retention and adaptive reuse of the entire or substantial portions of buildings is desirable and strongly encouraged and the retention of the building facades alone is discouraged.
 - b) Notwithstanding the provisions in Part C Section 3.2.7 c) of the Plan, new additions and features should generally be no higher than the existing building. Any proposal to increase the height of an existing building beyond its original roof line should be placed to the rear of the building or set back substantially from the existing principal façade in order to be visually unobtrusive from the street and to differentiate the addition from the older structure. Where new additions would be visible from the waterfront or open space areas and then they should be setback substantially from all ground level façades to remain visually unobtrusive. Existing one-storey buildings on Lock Street and Lakeport Road will be permitted an upper second storey addition with no setback requirements.
 - c) In accordance with Part C Section 3.2.7 d) of the Plan, new construction and infilling should be compatible with surrounding buildings and streetscapes by generally having the same height, width and orientation as adjacent buildings, having a similar setback and using similarly proportioned windows, doors and roof shapes. Notwithstanding this provision, heights may be developed in accordance with the permitted heights on Schedule E5 and setbacks between buildings within the Harbour Area will be in accordance with the Part E Section 15.1.2.8.
 - d) For buildings with historical significance, provision should be made to ensure that the architectural features of the building are maintained in accordance with the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Guidelines.
 - e) The views and vistas identified in Part E Section 15.1.2. xxx are an important part of the historical character of Port Dalhousie and will be maintained to the greatest extent possible.

- f) The difference in elevation between the harbour/ lake and the commercial development in the Core is an important part of the historical context of Port Dalhousie and new development in the Core should ensure that the rise in elevation from the water remains visible.

5. Transportation and Parking

Port Dalhousie's attracts a large number of visitors during the summer months due to its role as a tourist and recreational destination and during major events parking is at a premium within the western harbour area. The City recognizes the need to address this demand while at the same time maintaining the open space areas that attract the visitors to the area. Options which facilitate visitor arrivals through active transportation and transit will be encouraged.

1. Within lands designated Community Commercial:

- a) Parking facilities should not be visible from the public realm and below grade parking or above grade parking structures appropriately screened by at-grade uses will be strongly encouraged for new development. Parking facilities will be appropriately screened from adjacent residential uses by such means as landscaping, and fencing.
- b) Reduced parking standards may be considered at the time of rezoning applications in accordance with the Part C Section 5.4.2 of the Plan.
- c) The City will encourage shared parking where a mix of land uses is proposed in order to reduce the overall number of parking spaces, if appropriate.
- d) Adequate servicing should be provided to minimize the impact on public streets and reduce pedestrian hazards. Servicing areas for new development will be appropriately screened from the public realm.

2. Landscape enhancements to existing surface parking areas will be encouraged to screen the parking from the street and to break up large expanses of impermeable surfaces in order to reduce the heat island effect and improve stormwater infiltration.

3. The City will increase the provision of publicly accessible bicycle parking spaces within the parks and harbour areas and will work with the Port

Dalhousie Business Association to provide publicly accessible bicycle parking spaces in appropriate locations in the commercial areas.

4. The City will encourage active transportation particularly during peak parking demand periods and events and will consider the provision of programs and/or incentives such as, but not limited to: bike valet and bike maintenance services, improved lighting, and wayfinding along multi-use facilities.
5. The City will consider public transit incentives or increased and/or more direct transit service to the area during summer months to encourage greater transit usage.
6. In order to facilitate better utilization of parking facilities on the east side of the harbour, the City will examine the opportunity to provide a convenient link between the east and west harbour parking areas, by way of water taxi, shuttle bus, or a pedestrian/multi-use bridge.
7. All new development should provide bicycle parking in accordance with requirements in the Zoning By-law.

6. Community Commercial

The variety of uses in the Secondary Plan contributes to the vibrancy and activity level of the area. Commercial uses in the core are predominately fine grained, ground oriented uses that provide an engaging front façade which animate the streetscape and support the regional tourist focus of the area.

1. Notwithstanding Part D, Section 9.2.2 of the Plan, the following applies to the lands designated Community Commercial located to the west of Lakeport Road and north of Gertrude Street, and generally known as Port Dalhousie Commercial Core:
 - a) An appropriate range and mix of commercial, employment, institutional, entertainment and indoor recreation uses are permitted excluding automobile related uses, adult oriented entertainment uses and drive through facilities;
 - b) Residential dwellings are permitted in mixed use buildings but no residential uses other than a lobby are permitted on the ground floor level facing public streets or lanes;
 - c) Office uses which do not generate a significant amount of pedestrian traffic or require a ground floor location are encouraged to locate on upper floors;

- d) Retail functions are permitted on upper floors only in conjunction with a ground floor commercial use;
 - e) Ground floor commercial floor plate sizes will be limited to approximately 350 sq metres in order to restrict large format retail uses which are not consistent with the character of the area;
 - f) The width of new individual retail commercial units on the street will be restricted to a maximum width of approximately 12 metres to ensure that the fine grained character of the streetscape is maintained.
2. Notwithstanding the Community Commercial designation of the land located east of Lakeport Road and west of the harbour:
- a) An appropriate range and mix of commercial, employment, institutional, and indoor recreation uses are permitted, to support regional based tourist facilities to enhance the economic vitality of the area;
 - b) Medium and high density residential uses are permitted in a mixed use building but no residential dwelling units are permitted on the ground floor;
 - c) Should redevelopment on the Lincoln Fabrics site occur, adaptive re-use of the existing building is strongly encouraged;
 - d) Development will respect the Port Dalhousie Harbour Area Urban Design Study. New development will be required to submit an urban design brief in support of a rezoning application that demonstrates an understanding of the vision for the Harbour Area Development Plan and how the proposed development meets the intent of the Plan. All development will:
 - i) Respect the historic building scale and massing and be encouraged to step down heights towards the north with the Lincoln Fabrics building remaining the tallest building in that area. New buildings should have a minimum height of two storeys and provide facades that address both Lakeport Road and the waterfront.
 - ii) Provide direct public waterfront access and publicly accessible open space areas.
 - iii) Preserve view corridors from Lakeport Road towards the water through appropriate building alignment and massing.

- iv) Maintain the industrial character of the area and acknowledges the original canal alignment.
 - v) Provide appropriate landscaping to create a gateway to the commercial core and facilitate a more comfortable, pedestrian friendly streetscape on Lakeport Road.
 - vi) Provide building treatments (including windows and doors) that help to animate the ground floor level.
3. The following applies to the lands designated Community Commercial west of Lakeport Road, north of Lock Street, and specific to the lands described as Port Place lands and subject to the Ontario Municipal Board Final Orders issued on May 14, 2010, and August 3, 2010 with respect to Case No. PL060850:
- a) a multi-use commercial/residential building is permitted having a 17 storey height limit to a maximum of 62 metres, provided that:
 - i) the residential component is part of a multi-use commercial redevelopment scheme including retail, office, restaurant, hotel and theatre uses, and
 - ii) appropriate development standards are established in the related zoning amendment, site plan agreement, heritage easement agreement and any other approval or applicable development agreement, and
 - iii) a Holding (H) designation shall be applied to the residential component; and buildings and structures may be erected on the subject lands prior to the removal of the specific Holding (H) designation, however, the residential component shall not be used for residential purposes until such time as the provisions of the zoning by-law are met, including all conditions related to the Holding (H) conditions.
 - iv) Should development of the property not proceed in accordance with the Ontario Municipal Board approval, any new development applications will be reviewed in the context of the current policy framework provided in the Plan.
4. Streetscape and pedestrian amenities within the commercial area will be enhanced through such means a tree planting, improved lighting and the provision of street furniture consistent with the character of the area.

5. The City will maintain public ownership of and view corridors through Hogan's Alley to Lakeside Park and the water.

7. Residential

Residential land use designations are included within the Secondary Plan. Lands within the Secondary Plan located to the west of the commercial core are designated Medium Density Residential and lands to the south are designated Low Density Residential. Lands located along Michigan Ave on the east side of the harbour are currently designated Low Density Residential. These residential areas are located at a higher elevation than the commercial core and harbour areas and are therefore visible from the commercial and harbour areas and provide an important backdrop to these areas.

1. The retention and restoration of the existing houses will be encouraged.
2. Where new infill housing occurs, it should be of a scale, height, type and density to complement existing housing stock, streetscapes and neighbourhood pattern.
3. The height of housing should be designed to limit the visual impact from within the Heritage Conservation District and the height of residential development on Michigan Avenue will maintain existing views from the harbour.

8. Built Form

The building heights are at a human scale that reflects the heritage character of the area and the tallest building in the Study Area is currently the Lincoln Fabrics building.

There are a variety of significant views and vistas to the water and various landmarks including the lighthouses, canal remnants, the Lincoln Fabrics Building, Lakeside Park, and the historic streetscapes.

1. Schedule E4 provides maximum heights for buildings and new buildings or the expansion to existing buildings will not exceed the maximum number of storeys shown on E5 except as provided for in section Part E Section 15.1.2.6.3 or for mechanical purposes.
2. In specific locations in the Community Commercial designation Council may, through site specific zoning, permit increases in height beyond those shown on Schedule E5 pursuant to Section 37 of the Planning Act as amended, in exchange for community benefits as identified in Part F Section 16.8 for the area within the Secondary Plan which illustrated on the Schedule E4. In

addition to the community benefits identified in Part F Section 16.8, community benefits may also include:

- a) Retention of the former jail building in its current location within an open plaza setting;
 - b) Enhancement of parkland facilities within the Port Dalhousie parks and harbour areas including increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art;
 - c) Provision of a new pedestrian connection between the east and west sides of the Port Dalhousie harbour;
 - d) Provision of new wayfarer signage for trails and walkways as well as gateway signage at the entrance to the Secondary Plan area.
3. Where increases in height beyond the maximum building heights shown on Schedule E5 are permitted pursuant to Section 37 of the Planning Act as amended, the following requirements must be met:
- a) The development represents good planning, and meets the intent of the Official Plan including any supporting studies;
 - b) The additional height will not compromise the character of the neighbourhood or the design of the building;
 - c) There is adequate infrastructure to support the development;
 - d) Setbacks beyond the street wall will be maintained in accordance with Part E 15.2.1.6.6 and setbacks should increase as building height increases; and
 - e) Compatibility with the existing surrounding buildings and streetscapes will be required.
4. Building heights and massing will limit shadows impacts on nearby properties particularly on public spaces and new development may be required to provide a shadow impact study.
5. Existing view corridors to the water, public spaces and historic landmarks are an intrinsic part of the character of the area and should be maintained. Important vistas and view corridors are shown on Map 1. A view corridor analysis to demonstrate that views are being retained may be requested in support of development applications.

6. New buildings on Lock Street east of Main Street will be encouraged to maintain the existing street wall with minimal setbacks from the front lot line and will provide a minimum height of 2 storeys at the street. Existing single storey buildings are recognized as permitted.
7. New buildings along Lock Street east of Main Street and the west side of Lakeport Road will be encouraged to build out to the side property lines to enhance the commercial street wall and prevent gaps in the streetscape.
8. New buildings on the east side of Lakeport Road south of Lock Street will provide appropriate setbacks from Lakeport Road to facilitate wider boulevards and an improved pedestrian experience.
9. Appropriate buffering will be provided between commercial areas and adjacent residential areas through such means as building setbacks, stepping down of heights and landscaping.
10. Consolidation of adjacent properties for redevelopment purposes will be discouraged in order to retain the historic fine grain character of commercial buildings and uses.
11. If development in accordance with land use approvals identified in Part E Section 15.1.2.6.3 does not proceed, any new development application will be strongly encouraged to retain the historic jail in its current location in an open landscaped plaza with appropriate setbacks from the existing structure.

9. Parkland and Open Space

There are a variety of water related activities including swimming, fishing, boating, rowing, and cruises which act as a significant recreational draw to the area and the City will encourage the continuation of those uses and associated facilitates.

The parks are generally well connected, and there are a number of trails, paths and sidewalks including the Waterfront Trail.

1. User experiences and facilities will be enhanced at the existing parks and open space areas through provisions such as increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art.
2. Expanded open space opportunities east of Lakeport Road within the harbour area will be encouraged.

3. The Locktender's Shanty should be restored and notwithstanding the uses permitted in Part C Section 13.1.1 of the Plan, additional commercial or community service uses may be permitted in order to facilitate maintenance and adaptive reuse of the building.
4. The City may pursue federal/provincial grants and/or infrastructure funding to attract or create desired tourist and recreational facilities.
5. The City may explore options to increase commercial boat traffic, such as re-instating a cross lake ferry between Toronto, and Port Dalhousie, perhaps in conjunction with other shore communities.
6. Notwithstanding the heights shown on Schedule E5, the lighthouses are exempt from height restrictions.

10. Urban Design

Port Dalhousie has a unique sense of place that is captured in its historic buildings and landscapes. As new development occurs, it is important that this character is retained through the placement, design and interface of new buildings, open spaces, and pedestrian connections.

The following policies build on those outlined in Part E Sections 15.1.2.6 and 15.1.2.8, the provisions in Part C Section 4 and provide urban design guidance for new development, redevelopment or additions. All major development within the Heritage Conservation District will be required to provide an urban design concept plan in accordance with Part C Section 4.2.4 of the Plan.

1. The Commercial Core

The following applies to the lands designated Community Commercial and generally bordered by Lock Street, Main Street, Gertrude Street and Canal Street, and including the street related properties on the south side of Lock Street and the west side of Lakeport Road (south of Lock Street):

a) Built Form and Massing

- i) New buildings on Lock Street should align with the established setbacks to maintain a continuous streetwall. On Lakeport Road (south of Lock Street), buildings should maintain the significant setback that currently exists to maintain the alignment with the buildings to the north of Lock Street, and to protect the existing open character along this section of Lakeport Road.

- ii) The location and alignment of buildings on Lakeport Road should maximize views to Rennie Park and the historic Lincoln Fabrics building.
- iii) New infill development on Lock Street and Lakeport Road will be compatible with, but not mimic, existing buildings. Careful attention to datum lines, including rooflines, cornices, window alignment, and floor heights will help to create a consistent streetwall. The architectural style should reflect the existing mid-to-late 19th century vernacular buildings that are prevalent in the Commercial Core, and address the Building Guidelines in Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Guidelines.
- iv) The size of commercial uses should reflect the historic fine-grain network of retail uses in the Commercial Core.
- v) Development along Gertrude Street and Canal Street should continue to reflect the established residential fabric, and redevelopment that reflects the existing scale and provides an appropriate transition to adjacent residential uses.
- vi) New development located on a corner should be designed and massed to reflect the corner condition, including chamfering and/or setbacks, and the location of primary entrances at the corner.
- vii) New buildings on Lock Street and Lakeport Road should have a ground floor height of not less than 3.6 m to accommodate active retail uses and should have a maximum height of 6 m to restrict mezzanines that may not be in keeping with the character of the area.
- viii) The ground floor of buildings should reflect the historic proportion of glass to solid walls.

b) Access and Circulation

- i) Should the existing building on south west corner of Main Street and Lock Street redevelop, parking, servicing and loading facilities will be located at the rear or side-yard, and screened from public view.

c) Open Space and Landscaping

- i) Landscape design will be considered comprehensively, and should integrate key site conditions, including the change in grade toward Lakeside Park.
- ii) Where trees are provided within open space areas, each tree should have access to an adequate amount of good quality soil to allow for full growth of the tree to maturity.

2. Port Place

The following applies to the lands designated Community Commercial west of Lakeport Road, north of Lock Street, and specific to the lands described as Port Place lands. These lands are subject to the Ontario Municipal Board Final Orders issued on May 14, 2010, and August 3, 2010 with respect to Case No. PL060850. However, should development of the property not proceed in accordance with the Ontario Municipal Board approval, any new development applications should reflect the following policies as well as the height permissions outlined on Schedule E5 (notwithstanding Section 10.1):

d) Built Form and Massing

- ix) New buildings on Lock Street and Lakeport Road should align with the established setbacks to maintain a continuous streetwall.
- x) The location and alignment of buildings should maximize views through Hogan's Alley toward Lakeside Park.
- xi) New infill development will be compatible with, but not mimic, existing heritage buildings. Careful attention to datum lines, including rooflines, cornices, window alignment, and floor heights will create a consistent streetwall on Lakeport Road, Lock Street, and Main Street. The architectural style should reflect the existing mid-to-late 19th century vernacular buildings that are prevalent in the Commercial Core, and address the Building Guidelines in Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Guidelines.
- xii) Where buildings back onto internal open spaces, including Hogan's Alley, the rear of the building should reflect the same level of design as the front.
- xiii) New development at the corner of Lakeport Road and Main Street, and at the corner where Lakeport Road curves west,

should be designed and massed to reflect the corner condition, including chamfering and/or setbacks, and the location of primary entrances at the corner.

- xiv) New buildings should have a ground floor height of not less than 3.6 m to accommodate active retail uses and should have a maximum height of 6 m to restrict mezzanines that may not be in keeping with the character of the area.
- xv) The ground floor of buildings should reflect the historic proportion of glass to solid walls.
- xvi) Where buildings exceed 3-storeys, a minimum 3 m stepback should be provided above the third storey on all sides of the building.
- xvii) Where taller building elements are proposed in a tower format, the floorplate of the tower should not exceed 650m² in order to limit the visual and shadow impact of the tower.
- xviii) A minimum separation distance of 11m between facing building elements should be provided. Where trees are provided at the building edge, this setback should be increased to 14m to allow adequate planting depths (3m) while maintaining a spacious feeling between buildings.

e) Access and Circulation

Parking, service areas and utilities will be located to minimize the impact on the property, surrounding area and the environment in accordance with Part C Section 4.5.2 of the Plan and in addition by:

- ii) Limiting vehicular access to the site, including occasional access for service and emergency vehicles, and limiting access to underground parking facilities.
- iii) Providing primary vehicular access to the site (i.e. for underground parking) from Main Street.
- iv) Locating servicing and loading facilities internally to buildings, and screening them from public view.
- v) Maintaining pedestrian permeability through the block through the protection and enhancement of Hogan's Alley, internal building connections, and connections between buildings to Lakeport Road to the east.

f) Open Space and Landscaping

- iii) The rooftops of podiums within larger developments should be used to provide additional private outdoor amenity space.
- iv) All mid-block connections and open spaces should be designed to be accessible to users of all ages and abilities and functional in all seasons.
- v) Mid-block connections and open spaces should utilize a palette of compatible and high quality materials, including paving, landscaping, and furniture (i.e. benches, bike racks, garbage cans).
- vi) Accent pavers are encouraged to identify areas of special interest, or to distinguish one area from another.
- vii) Where trees are provided within open space areas, each tree should have access to sufficient good quality soil to allow for full growth of the tree to maturity.
- viii) Landscape design will be considered comprehensively, and integrate key site conditions, including the change in grade toward Lakeside Park.

3. East Side of Harbour

The east side of the harbor is predominantly open space and parking and storage facilities related to the marina uses. There are some accessory buildings as well, offering restaurants and other uses. The Harbour Walkway/Waterfront Trail extends along the water's edge providing continuous pedestrian connectivity.

The following urban design provisions apply:

- a) Opportunities to mitigate the impacts of large surface parking areas will be explored, including the introduction of Low Impact Development technologies and practices.
- b) Where new buildings are proposed, they should frame Lighthouse Road, while providing a strong connection to the harbour.
- c) New buildings should reinforce a pedestrian-scale through low rise heights and built form setbacks.

- d) New buildings should have significant landscaping, including trees with access to an adequate amount of good quality soil to allow for full growth of the trees to maturity, and should enhance the pedestrian experience on the east side of the harbor.

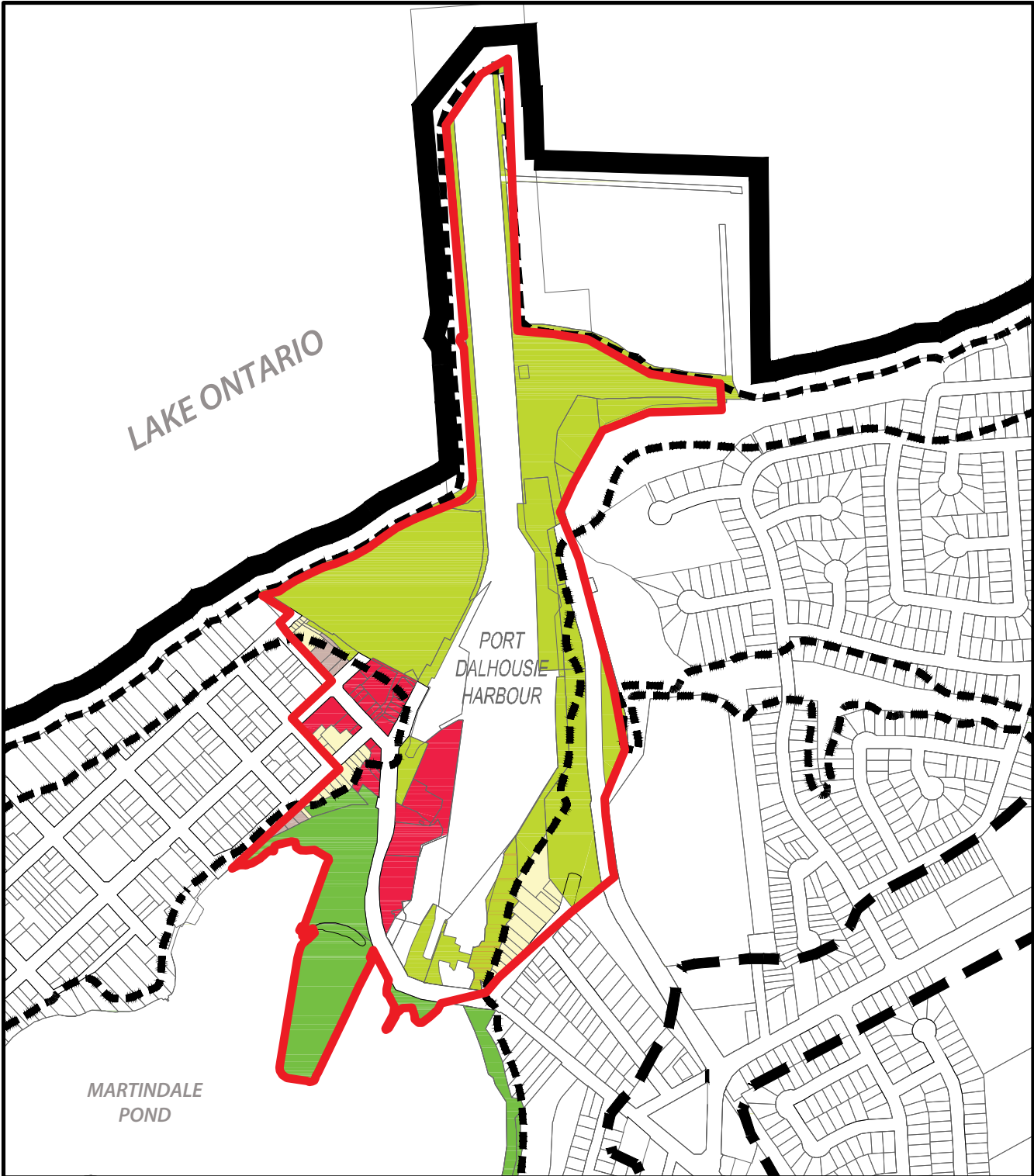
11. Glossary

Notwithstanding Part F Section 17.11 of the Plan, for the purposes of lands within the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District **Adjacent Lands** means those lands contiguous to a protected heritage property or lands that are directly across from and near to a protected heritage property and separated by land used as a private or public road, street, lane, trail, right-of-way, walkway, green space, park, and/or harbour; whose location has the potential to have an impact on a property in the Heritage Conservation District Plan adopted by bylaw.

Port Dalhousie Secondary Plan

and Heritage Conservation District Studies

Schedule E4



Land Use Designations

- | | |
|---|--------------------------------|
| Low Density Residential (20 to 32 units / ha) | Mixed Use |
| Medium Density Residential (25 to 99 units / ha) | General Employment |
| High Density Residential (85 units / ha or greater) | Business Commercial Employment |
| Major Commercial | Parkland & Open Space |
| Community Commercial | Natural Areas |
| Arterial Commercial | Natural Area Extent Line |
| Special Study Area | Secondary Plan Boundary |

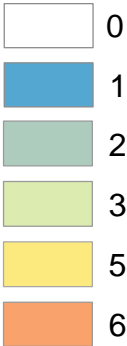
Port Dalhousie Secondary Plan

and Heritage Conservation District Studies

Schedule E5



Maximum Building Height in Storeys

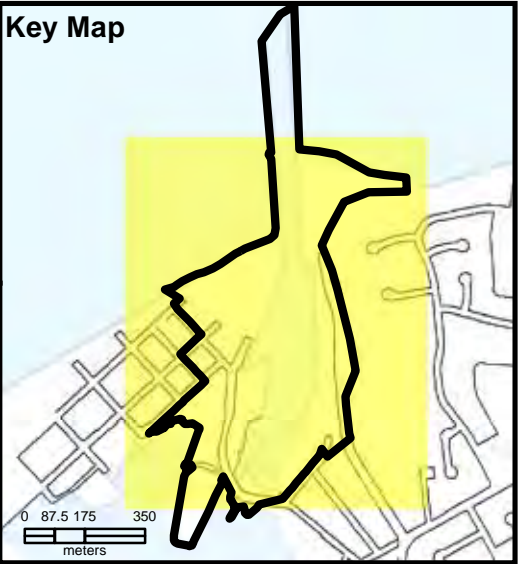


- Secondary Plan Boundary
- Existing Building Footprints
- Area where Section 37 Community Benefits may be considered to permit additional height

Notwithstanding the heights shown for the site known as Port Place, the heights granted by the Ontario Municipal Board under Case No. PL060850 continue to be permitted for the specific development that was approved. New development applications will be reviewed in the context of the current policy and height regime.

November 2016

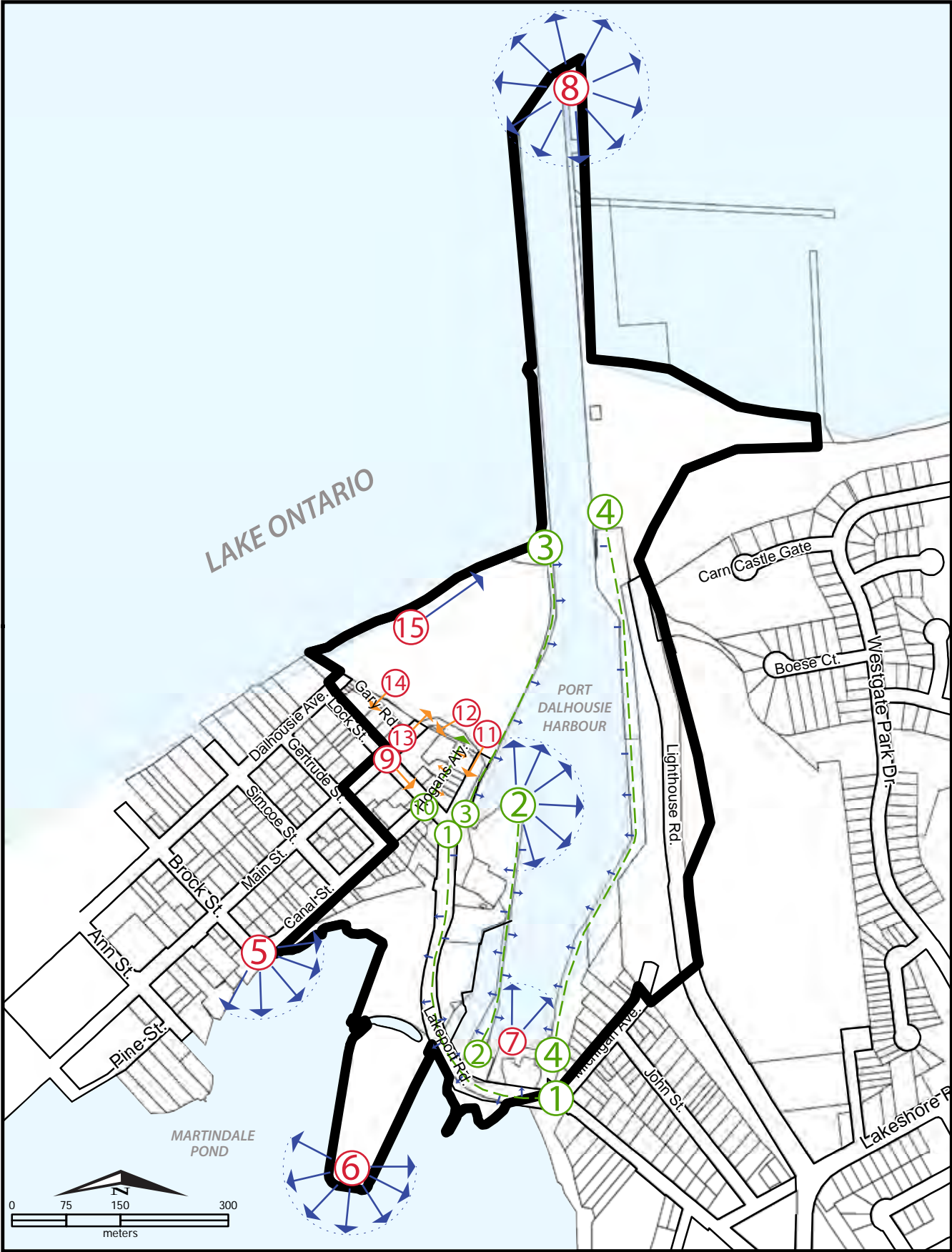
Key Map



Port Dalhousie Secondary Plan

and Heritage Conservation District Studies

Views Analysis



Kinetic Views

--- Continuous View Path

Waterfront

- ① Lakeport Road
- ② Harbour Walk/Waterfront Trail
- ③ West Harbour Edge
- ④ East Harbour Walks

Streetscape

- ⑩ Hogan's Alley

— Secondary Plan Boundary

Static Views

Waterfront

- ⑤ Rennie Park "Plateau"
- ⑥ South Rennie Park
- ⑦ East of Lock 1 Second Canal
- ⑧ East Federal Pier
- ⑮ Lakeside Park Beach

Streetscape

- ⑨ Lock Street
- ⑪ Lakeport Road
- ⑫ Parking Lot, Main Street and Lakeside Park
- ⑬ Main Street
- ⑭ Lakeside Park

November 2016

APPENDIX C

PORT DALHOUSIE

SECONDARY PLAN & HERITAGE DISTRICT GUIDELINES UPDATE STUDIES

Visioning Workshop Summary
June 21, 2016

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INTRODUCTION

As part of the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Study, a first round of public consultation was held on the evening of June 21, 2016. The evening began with an open house, where participants reviewed a series of displayed boards and engaged with the consultant team. The formal session began with a top priorities exercise, and a consultant

presentation, before participants were split into smaller groups to undertake a group working session. The workshop concluded with each group reporting their findings to the plenary group, and the consultant team providing an overview of next steps.

PURPOSE OF PUBLIC CONSULTATION

The purpose of the visioning workshop was to provide attendees with an overview of the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Studies, and to get feedback by the public about the area's opportunities and constraints.

The display panels and overview presentation focused on the following topics:

- The study area;
- The study purpose;
- The study process;
- Policy and legislative framework;
- Development applications;
- Previous Harbour Urban Design Study;
- Opportunities and constraints; and
- Next steps.



CONSULTATION STRUCTURE

Following the open house, a brief ‘top priorities’ exercise was undertaken on post-it notes. Participants were asked to write down their top three priorities related to the Commercial Core and Harbour Area. A brief presentation was then given on the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Studies, followed by a summary of the ‘top priorities’ exercise. The

presentation was followed by a group working session, where participants broke into smaller groups, with each group reviewing and commenting on a worksheet consisting of three exercises, as outlined below.

PARTICIPANT FEEDBACK

TOP PRIORITIES EXERCISE

The following priorities were consistently noted during the top priorities exercise:

1. Enhance access to, and undertake improvements of, the piers.
2. Respect for cultural heritage through appropriate development (scale and design), views and vistas, and the creation of signage to indicate areas of historic significance.
3. Revitalization should occur in vacant lots and should focus on the creation of a diverse mix of retail uses including restaurants, cafes, clothing stores, theatres, etc.
4. The aesthetic quality of the streetscape should be improved through trees, landscaping, reducing street clutter, and through parks and street clean up (including Lakeside and Rennie Parks).
5. Improvements to cycling infrastructure through bicycle parking facilities and new and improved connections.
6. Adequate parking should be provided in the Commercial Core.

VISIONING EXERCISES

The visioning exercises required participants to break into teams and answer questions about Port Dalhousie’s existing opportunities and constraints using a group worksheet. The worksheet was divided into three exercises.

Exercise 1: About You

The visioning exercises began with a survey of the participants to determine how they use the Commercial Core and Harbour Area and their interests in the study. The results are summarized in Table 1 on the following page.

Key findings are as follows:

- Most of the individuals participating in the Visioning Workshop were full-time residents of Port Dalhousie.
- Most participants did not own a business in Port Dalhousie.
- The majority of participants visit the Commercial Core/Harbour Areas frequently or a few times a week, predominantly by walking.
- There were a range of reasons why participants visit the Commercial Core and Harbour Areas, including food, the beach, shopping, and parks. Particular attractions included the Royal Canadian Legion, walking dogs, fitness bars, exercise, and to enjoy nature and the area’s built form.
- Interests in the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Studies were primarily related to parks, the beach, walking and cycling, heritage protection, new businesses, and all season activities. Specifically, interests in marina parking, rowing, the Royal Henley Regatta, and reforestation were stated.

Table 1

Question	Possible Responses	Total Count
Do you live in Port Dallhousie?	<i>Yes</i>	34
	<i>No</i>	6
	<i>Part Time</i>	4
Do you own property in Port Dallhousie?	<i>Yes (Residential)</i>	26
	<i>Yes (Commercial)</i>	1
	<i>Yes (Other)</i>	1
	<i>No</i>	5
Do you own a business in Port Dallhousie?	<i>Yes</i>	5
	<i>No</i>	35
How often do you go to the Commercial Core/Harbour Areas?	<i>Daily</i>	21
	<i>Few Times/Week</i>	15
	<i>Once/Week</i>	2
	<i>Rarely</i>	1
How do you get there?	<i>Drive</i>	19
	<i>Cycle</i>	10
	<i>Walk</i>	31
	<i>Other</i>	0
Why do you go?	<i>Live</i>	12
	<i>Work</i>	5
	<i>Shop</i>	26
	<i>Park</i>	25
	<i>Food</i>	30
	<i>Beach</i>	29
	<i>Marina</i>	9
	<i>Other</i>	21
What are your interests in this study?	<i>Heritage Protection</i>	21
	<i>New Businesses</i>	26
	<i>Parking/Traffic</i>	25
	<i>All-Season Activities</i>	21
	<i>Marina/Boating</i>	25
	<i>Parks/Beach</i>	9
	<i>Walking/Cycling</i>	27
	<i>Other</i>	26

Exercise 2: What Makes the Commercial Core/Harbour Areas Special?

Exercise 2 required each group to state what they liked about the Commercial Core and Harbour Areas. The following elements were identified as those that make the Commercial Core and Harbour Areas special:

- Access to the lake, and associated piers and lighthouses;
- Views of the lake and nature;
- Waterfront activities including boating, fishing, rowing, the beach, and cruises;
- Access to public spaces including parks;
- The village feel of the built form;
- The heritage of the canal;
- The diversity of architecture reflecting the history of the port;
- Walkability; and
- Access to food and drink establishments and stores.

Exercise 3

Exercise 3 required each group to answer questions related to a broad range of topics

surrounding existing uses, future growth, and opportunities for revitalization. Key feedback included:

Buildings & Heritage

- New built form is considered appropriate only if it is sensitive to the scale and design of existing built form, and if it does not block existing views. Infill development or adaptive reuse of heritage buildings was preferred.
- Overall, built form ranging from 3 to 6 stories was considered an appropriate height for Port Dalhousie. Built form of 4 storeys in the core area and 3 storeys or less on Lock Street was suggested, and setbacks from the street were encouraged. One group suggested building heights ranging from 6 to 8 storeys.
- The protection of existing buildings in Port Dalhousie was expressed, including Lincoln Fabrics and the Royal Canadian Legion building.
- The desire to improve the building housing the carousel was articulated.
- The desire to reuse the old jail was expressed.



Land Uses

- Residents generally like the existing land uses in Port Dalhousie but indicated the need for an increased number of commercial land uses. More specialty shops, art shops, bakeries, and a small hardware store were suggested. Locating new businesses in the core was preferred.
- Participants identified the desire for areas that support social interaction, such as cafes or a community centre.
- Many participants prefer the 'holiday atmosphere' that currently exists in Port Dalhousie and believe that land uses should reflect the tourist market. Attracting more tourism oriented businesses was encouraged, including new retail, hospitality, and cultural uses, such as bed and breakfasts, or a boutique hotel.
- One individual expressed the desire to revert to the pre Port Place zoning if its development does not proceed as allowed by OMB ruling.

Parks & Open Space

- Many individuals believed that there are sufficient parks and open spaces within Port Dalhousie, and that they are well connected.
- Improvements to existing parks including public washrooms, garbage cans, and seating were supported. Spaces to house community events like farmers markets were also encouraged.
- Enhancing Lockhart Point and creating a splash pad at Lakeside Park was supported.
- Maintenance and clean up of existing spaces was identified as an important task. In particular, cleaning up pedestrian bridges, fixing the pier, and maintaining the beaches through seaweed removal were mentioned.



Parking

- There was a mixed opinion about parking in Port Dalhousie. Many individuals expressed the need for new parking, particularly in the Commercial Core and Harbour Areas. Others stated that they did not want to lose existing green space to new parking development. The shortage of land was identified as a constraint to new parking creation.
- The creation of above ground or underground parking was preferred to surface parking, in order to maintain existing open space. Removing all existing surface parking and converting it to open space was suggested.
- New parking near Rennie Park and on the East Side was preferred.
- Participants suggested having a shuttle bus that would travel from parking on the east side to the west side of the harbour.
- Participants encouraged the creation of paid parking on the west side.

Walking & Cycling

- Participants stated that Port Dalhousie has good walking trails. However, some of the sidewalks were believed to be too narrow.
- Current cycling conditions were said to be unsafe for cyclists. Residents identified the area at Lock and Main Streets and the Old Port as particularly dangerous for cyclists, due to the absence of signage.
- Improved cyclist connectivity was suggested through new bike stands and bicycle parking.



Tourism

- Primary tourist draws in the Commercial Core/Harbour areas are related to built form and natural heritage. This includes the waterfront, the piers, the beach, boating, the carousel, and built heritage.
- Land uses including restaurants, pubs, and wineries were identified as complementary to the tourism industry.
- Public events including the Regatta also aid tourism. Residents expressed their desire for more public events involving music, art, and food to animate the streetfront.
- Participants expressed their desire for more affordable restaurants within Port Dalhousie.
- A neighbourhood bulletin board was identified as beneficial to area residents.
- New garbage cans, and signage outside of the Port area, was considered an important streetscape improvement.
- Additional activities and infrastructure favourable to residents include kayak rentals, a tourism kiosk, and beach changing rooms.

Harbour Activities

- The piers of Port Dalhousie are key to the Commercial Core/Harbour Area because they provide cross-lake tourism.
- Boating is a main amenity within the Harbour. Boating amenities could be improved through a fuelling station, a kayak facility, and shower facilities.

Other Comments

- The creation of a break wall along the entrance of the harbor was suggested to protect against the north wind.
- The creation of public washrooms within the area was considered important.
- The use of the jail for a public information centre was suggested.
- Participants stated that the City should facilitate and support businesses that are willing to renovate heritage buildings through expediting permits, providing engineering advice, and providing financial incentives.



NEXT STEPS

The next phases of the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Studies include:

- Review of public input from the Visioning Workshop and the preparation of a Consultation Report;
- Development of Land Use Options; and
- Public Open House/ Workshop in September.



APPENDIX D



PORT DALHOUSIE

SECONDARY PLAN & HERITAGE DISTRICT GUIDELINES UPDATE STUDIES

Alternatives Workshop Summary
September 21st, 2016

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INTRODUCTION

As preparation of the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Study continues, a second round of public consultation was held on the evening of September 21, 2016. This workshop solicited public response to the presentation of alternatives for the study area. The workshop's participants were first presented with an overview of the key background findings, and

alternative options. Participants then broke into nine groups to discuss and review each alternative, and provide feedback that will influence the Secondary Plan and Heritage Conservation District (HCD) Plan. The workshop concluded with each group reporting their findings to the plenary group.

PURPOSE OF PUBLIC CONSULTATION

The purpose of the alternatives workshop was to update participants on the Port Dalhousie Secondary Plan and HCD findings thus far and to solicit feedback on proposed alternatives. This feedback will guide preparation of the Secondary Plan and the establishment of the HCD.



CONSULTATION STRUCTURE

Following the initial presentation, participants worked in small groups to review potential alternatives in six key areas of the plan: Study area boundaries, building height and massing, retail/commercial use, Lakeport road streetscaping, commercial core parking, and the heritage conservation district. Each group was given the opportunity to select their preferred options and

suggest additional changes and key directions. Each group was given time at the end of the workshop to present their key findings to the other participants.

PARTICIPANT FEEDBACK

After reviewing each alternative, participants selected their preferred alternative and provided additional comments as required. Responses are summarized at the end of this section in Table 1.

Item 1: Study Area Boundaries

Areas 1 and 2 (as identified in Figure 1) contain residential properties. However, the Secondary Plan and HCD focus on commercial uses and open space areas. Given this disparity in uses, participants were invited to review the two options proposed to address these areas. Option 1 involved removing areas 1 and 2 from both the HCD and the Secondary Plan and Option 2 involved removing areas 1 and 2 from only the HCD but leaving them in the Secondary Plan. Area 3 (23 Michigan Avenue in Figure 1) is a large parcel abutting a swath of the open space within the study area. Participants were also given the opportunity to decide whether or not Area 3 should then be included in the Secondary Plan so that the new policies can address any future redevelopment. Most workshop groups agreed that Areas 1 and 2 should be removed from the Historic Conservation District, but remain part of the secondary plan, and almost all groups agreed that Area 3 should be added to the plan boundary. Additional notes are recorded below:

Areas 1 and 2

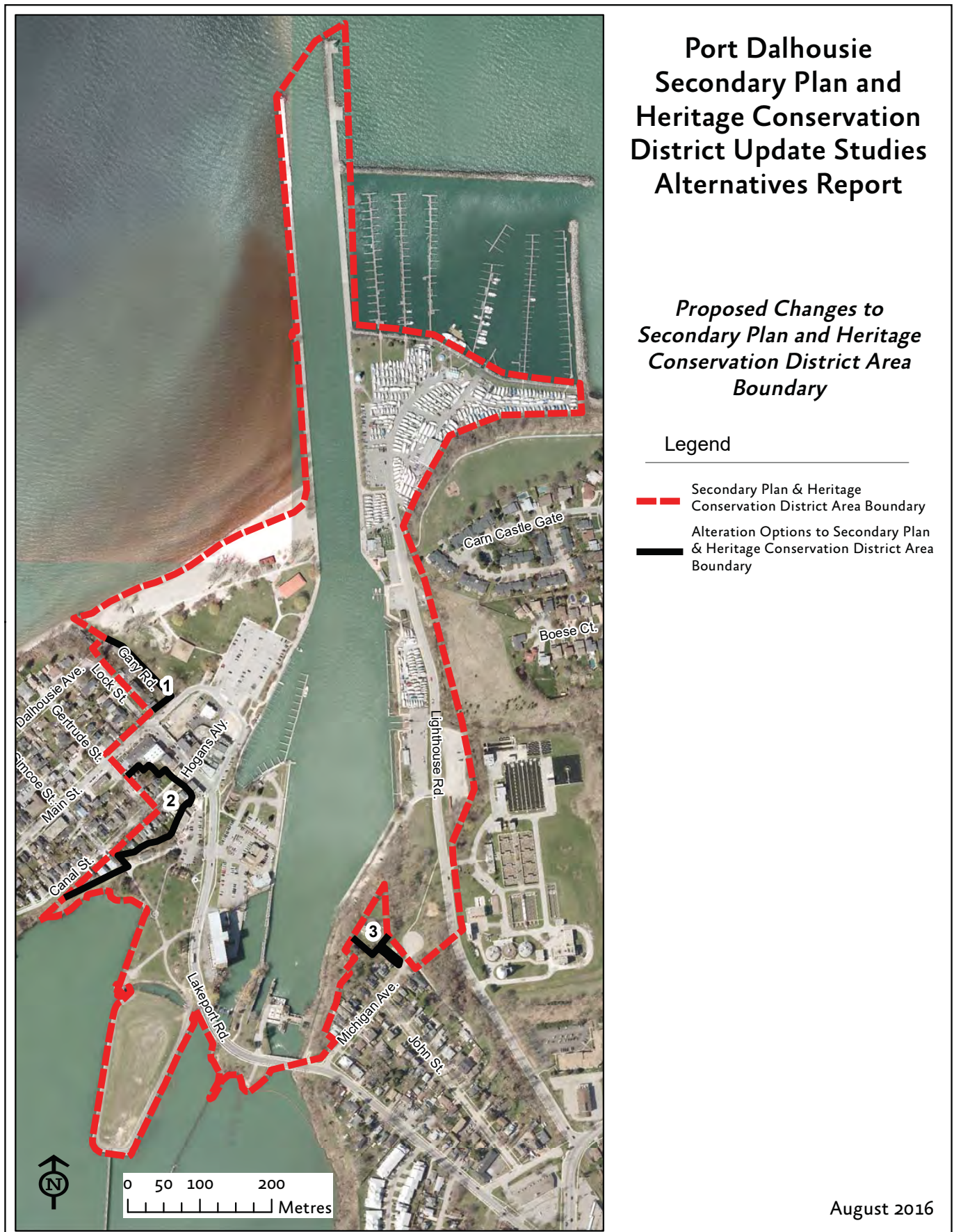
- Two groups preferred an option that would remove Areas 1 and 2 from both the Secondary Plan and the HCD.

- Two additional groups selected neither of the two options. In one case, the group asked that both areas remain in the HCD and the Secondary Plan because of their adjacency to and impact on the Commercial Core.
- The exclusion of the commercial uses outside the study area (i.e. Main Street, west of Getrude Street) was questioned by one group.
- Another group chose Option 2 “because a certain critical mass of commercial options must exist in order to be viable,” but they suggested that zoning restrictions be considered as well.
- A group requested that the residential heritage guidelines be rewritten and referenced “Section 4 Michigan Side”.

Area 3

- Adding Area 3 was popular among some groups because of the opportunity to “add more options on the other side of the canal,” and because it would “protect [the harbour front] from the possibility of future inappropriate development.”
- Some groups were still hesitant about incorporating Area 3, noting OMB’s approval of Port Place.
- The density and height of development in Area 3 also surfaced as a concern, with groups expressing fear that an “entire wall of buildings” would be constructed, and desiring reassurance that views of the lake would be

Figure 1



preserved. One group suggested a three storey height restriction as a condition of Area 3's inclusion in the plan.

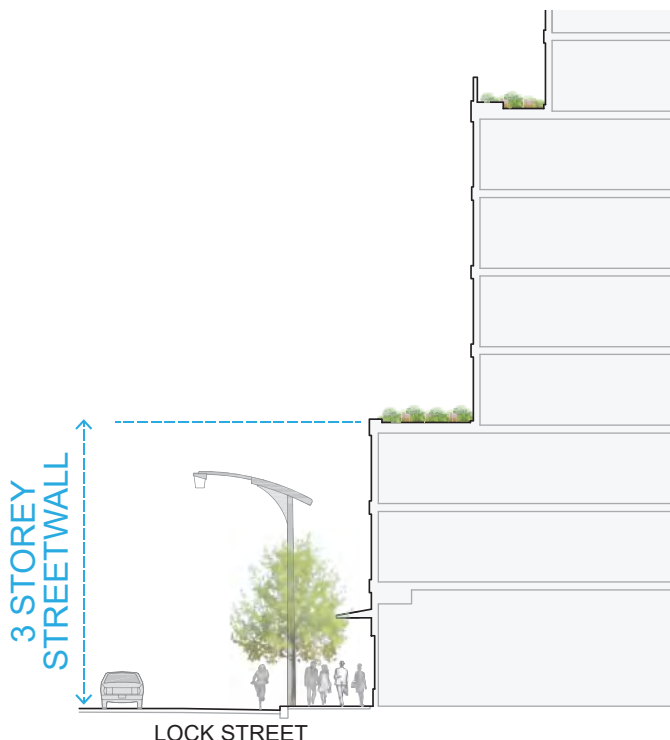
- One group wanted an additional area, one that would include all properties north of Michigan Ave, to be included in the Secondary Plan boundary.

Item 2: Building Height and Massing

Item 2 asked participants to consider three different aspects of height.

- The first was the maximum height which would be allowed for different sections of the study area.
- The second was a minimum streetwall height of 2 storeys on Lock Street.
- The third item was the use of Section 37 which would allow for additional height in exchange for community benefits.

Most participants only agreed “somewhat” with the proposed maximum building heights. However nearly all groups agreed with the Lock Street streetwall proposal.



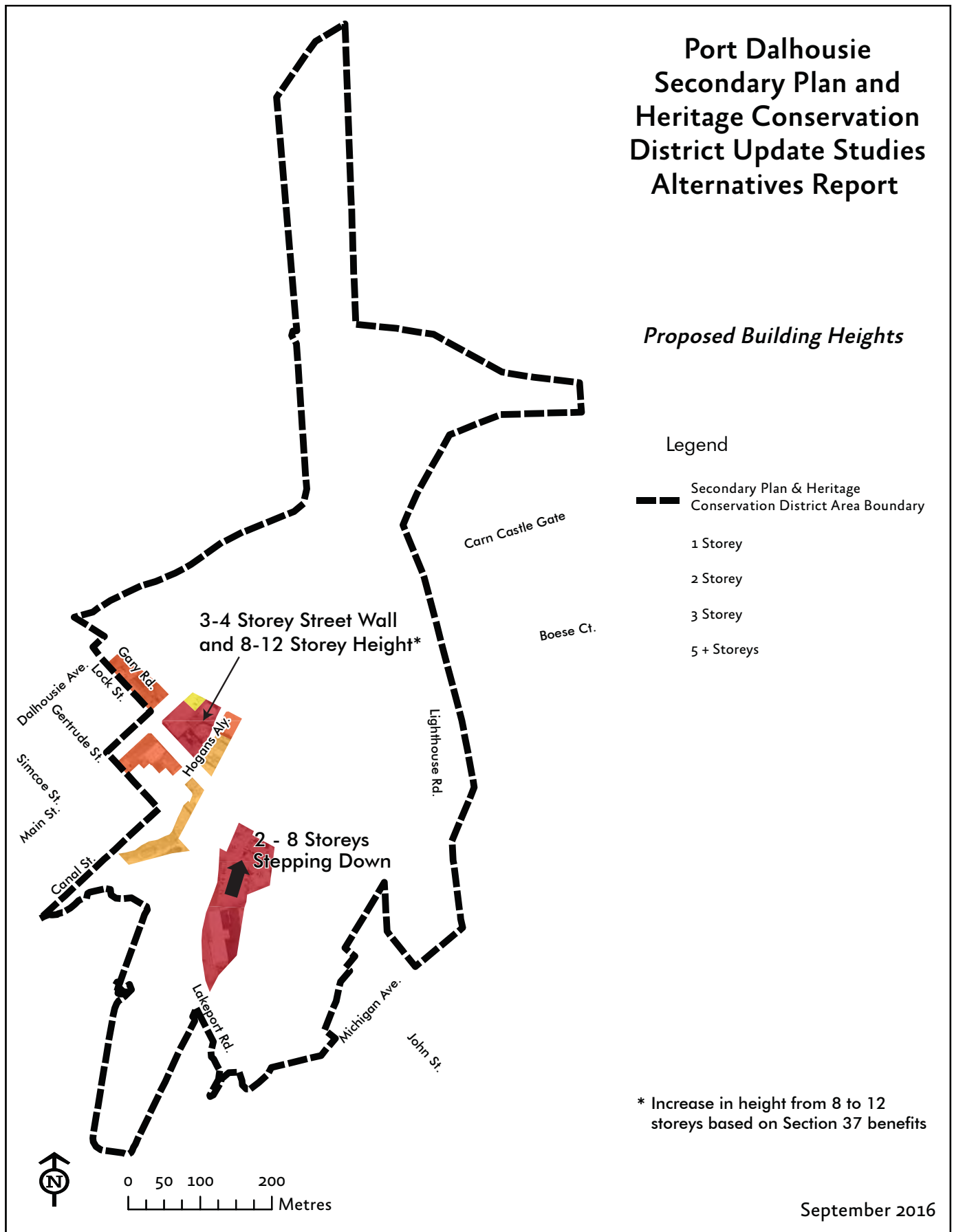
The groups were split between “somewhat comfortable” and “not comfortable” with the use of Section 37 to allow additional height. Additional notes are recorded below:

Maximum Building Height

- All nine groups were generally in favour of the first three height designations that provided maximum heights for different areas of 1, 2 or 3 storeys.
- Four groups were explicitly against the “5+ Storeys” designation, suggesting alternative maximum heights of 3 (two groups), 8 and 10 storeys respectively (though one group clarified that a 3 storey maximum does not include the Harbour Area, which should be left as shown at “2-8 storeys stepping down”).
- The remaining five groups expressed some level of discomfort with the “5+ Storeys” designation, including:
 - Two groups noting that the “+” is too vague, particularly given the context of the Lincoln Fabrics building;



Figure 2



- Three groups noting that 2-8 storeys might result in a wall of buildings on Lakeport Road. While not explicitly against the proposed height, these groups stressed the importance of built form policies.

Lock Street Streetwall

- Some participants saw the streetwall as a favourable way to maintain the “village feel” in Port Dalhousie.
- Two groups additionally suggested a maximum streetwall height, ranging between 3-4 storeys.

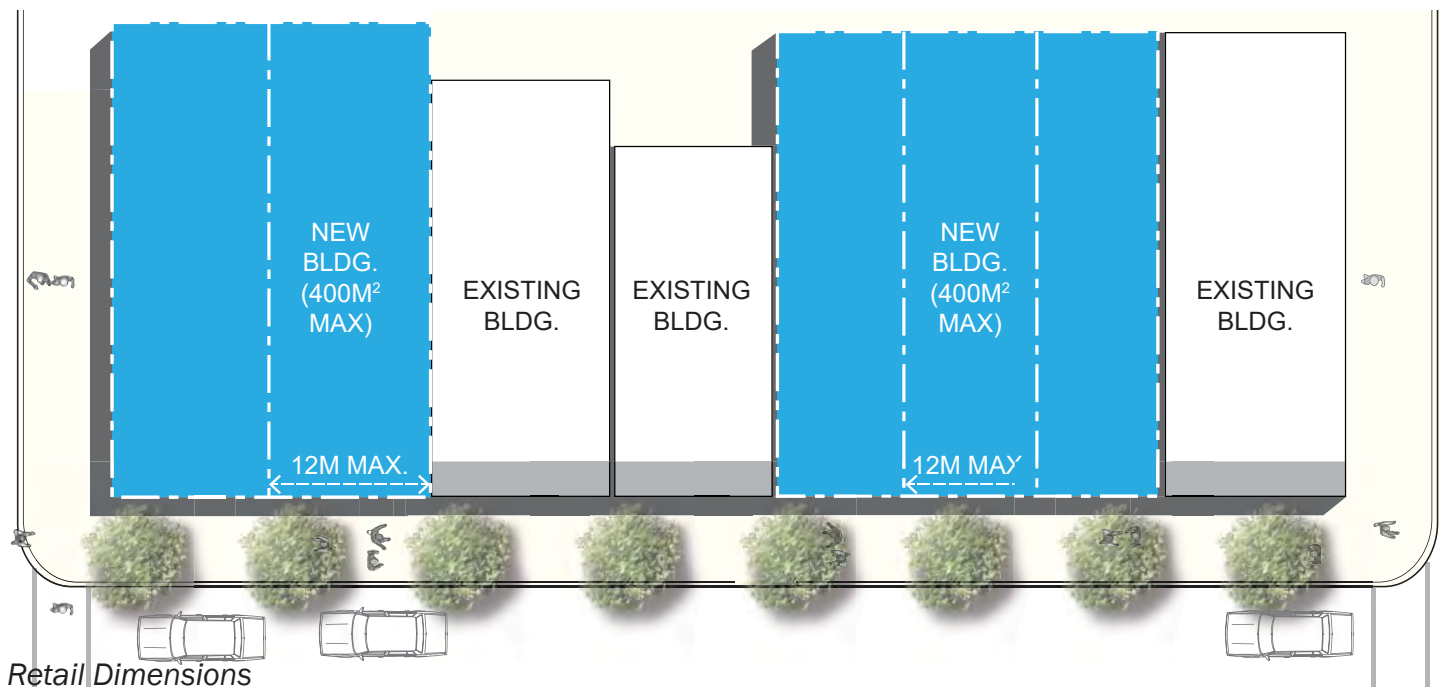
Additional Height

- Two groups cited additional height allowances as a “slippery slope”, with one suggesting that Section 37 should only be used as a last resort.
- Some participants complimented the idea of using Section 37 as a “good concept”, but requested more assurance that public process and input would be taken seriously in cases of additional height allowances. One group also requested reassurance that the people engaging in negotiations with the developers who seek additional height would be “vigorous and skilled.”

- Another group did not like the idea of giving developers “a blank cheque to alter heights to whatever they wish”.
- Multiple groups were not convinced that the historic character could be maintained in the company of tall buildings. One group noted that even with a set back or streetwall, a “17 storey building” (for example) would not be compatible with the “village-like setting”. Another group argued that “there aren’t any benefits that justify more than 3-4 stories in this historical area [because] historically there were not 12 storey buildings.”
- The only group who explicitly agreed with using Section 37 requested parking, a theatre, a hotel, parkland, a children’s playground and public art as the specific amenities that would be provided in exchange for additional height.

Item 3: Retail/Commercial Uses

Participants were asked to choose among three options for preserving the fine grained commercial uses that characterize the historic Commercial Core. Options included restricting the ground floor of commercial buildings to 400m² to restrict large format retail uses; restricting the width of new retail units to 12m (maximum) to reflect a more



fine-grained scale; providing additional urban design guidelines to reinforce the fine-grained form of development. All of the groups wanted to incorporate all three recommendations. One group wrote that the recommendations could: “provide more variety and prevent late night vandalism.” Another group requested small store fronts be incorporated as part of the effort to maintain the fine-grained character.

Item 4: Lakeport Road and Streetscaping

Item 4 asked participants to consider the building setbacks south of Lock Street on Lakeport that maintain the wide, open streetscape approaching the Commercial Core. All groups agreed that the new buildings on this stretch of Lakeport should continue to provide appropriate setbacks to promote wider sidewalks and street boulevards. Additional responses are recorded below:

- Some participants requested more trees, planters and grass to line Lakeport Road, or that it be treated as “open, green, historic parkland” with emphasis on the vista.

- One group commented that the “corner is tight”.
- Reflecting the “village core” along Lakeport Road stood out as a desire for one group.
- Some participants wanted enhanced access to the canal from Lakeport Road.

Item 5: Commercial Core Parking

Limited parking during peak periods has arisen as a concern for Port Dalhousie. Item 5 asked participants to review a number of preliminary opportunities for improving parking. Options included additional on-street parking on Lakeport Road, reconfiguring the Lakeside Park lot, linking the east and west harbour parking areas, encouraging active transportation, organizing mixed use development to share parking, and considering paid parking in prime locations. Most groups expressed a preference for reconfiguring the Lakeside Lot, linking east and west harbour parking areas and encouraging more active transportation. A few groups liked the opportunities for shared parking and paid parking, with only one group noting their preference for adding on-street parking on Lakeport Road. However, many groups were notably opposed to considering paid parking.



- Participants made their opposition to paid parking known by commenting on the boards. One group called the option: “too much like privatization and monetization of public space,” with another group arguing that “the people of Niagara should be able to enjoy Lakeside Park [and benefit from] safe parking sites”. Even one of the two groups to select paid parking as a potential opportunity commented that planners: “Must really be careful with paid parking and get community input.”
- Many groups were notably excited about a possible link between the east and west harbour, although one group referred to the option for linking the east and west harbour areas as a “pipe dream” but maintained that they would still like to see it happen.

Item 6: Heritage Conservation District

Due to the existing Heritage Conservation District’s (HCD) limited guidelines on protecting and preserving the historic Commercial Core, item 6 gave participants the opportunity to review two recommendations for strengthening the commercial core’s heritage policies. The first option would split the HCD into two areas (one residential and one commercial). The existing policies could remain in the residential area, while a new HCD plan covering the Commercial Core and Harbour Area would be created according to the updated 2005 Heritage Act. The second options would remove the Commercial Core and Harbour area from the HCD completely and use Part IV designations to strengthen protection for individual buildings. The groups all expressed a preference the first option.

- Some participants were still unsure about the options, despite the groups’ seemingly unanimous support of the first option.
- After choosing option one, two groups asked to still consider individual designations or incorporating Part IV incrementally.



Table 1

Item	Question	Possible Response	Total Count (Groups)
1	Should Areas 1 and 2 be removed only from the HCD or from both the HCD and Secondary Plan boundaries?	Both	2
		Only HCD	4
		Neither	2
	Should Area 3 be included in the Secondary Plan?	Yes	7
		No	1
2	Do you agree with the proposed building heights?	Agree	2
		Somewhat Agree	6
		Disagree	1
	Do you agree that we should require a minimum 2 storey streetwall for new buildings on Lock Street?	Agree	8
		Somewhat Agree	1
		Disagree	0
	Are you comfortable with allowing additional height in accordance with Section 37?	Yes	1
		Somewhat Comfortable	4
		Not Comfortable	4
3	Which recommendation do you prefer for maintaining the fine-grained form of the historical Commercial Core?	Recommendation 1	0
		Recommendation 2	0
		Recommendation 3	0
		All	9
4	Should setbacks on Lakeport support an open streetscape?	Yes	9
		No	0
5	Which Commercial Core parking opportunities would you like to see explored further?	On-Street Parking	1
		Additional Parking in Lakeside Lot	6
		Link between East and West Harbour	7
		Active Transportation	5
		Shared Parking	3
		Paid Parking	2
6	Which option do you prefer for strengthening heritage conservation policies in the Commercial Core?	Create New HCD Plan	7
		Part IV Designations	0

NEXT STEPS

The next phases of the Port Dalhousie Secondary Plan and Heritage District Guidelines Update Studies include:

- Review of public input from the Alternatives Workshop and the preparation of a draft Secondary Plan and Heritage Conservation District Guidelines Update.
- Final public consultation in November to present and receive feedback on the draft documents.



APPENDIX E

September 28, 2016

Lorelei Jones , MCIP, RPP
Principal
Macaulay Shiomi Howson Ltd

RE: Port Dalhousie Conservancy Comments on Secondary Plan/HCD

Dear Ms. Jones;

On behalf of the Port Dalhousie Conservancy, please find below recommended comments and suggestions as a result of both your public presentations as well as subsequent discussions between the Conservancy, yourself and Cathy Nasmith. This feedback represents a summary of citizen consensus which was presented at the two workshops as well as incorporates legal advice received from legal counsel.

A. Secondary Plan

1. Borders

We believe the three small residential areas adjacent to the Commercial Core/Harbour that you identified in the last workshop should definitely be included in the Secondary Plan as development there can significantly impact the look and feel of the core and harbour. In addition, we believe all the residences on the North side of Michigan Avenue should be included for the same reason.

2. Heights

I. Commercial Core

Height of new construction here should be restricted to 11m or 3 stories as in the previous Secondary Plan and Zoning By-Law.

Harbour Area

- II. The current height of Lincoln Fabrics should be the limiting factor for new projects in this area.

In both areas, shadow impacts should always be minimized, and negative shadow impacts avoided.

3. Views of the Harbour

In addition to height restriction, new development in the harbour area should be planned so as to maintain and maximize public water views.

4. Size of Commercial/Retail

We do agree this requires a restriction to avoid very large retailers. However, having reflected on it, we believe the proposed 4,000 square feet limit is too generous and should be significantly smaller.

5. Treatment of Port Place

We agree that the plan needs to recognize that a height significantly above what the previous policies allowed was approved by the OMB for this site. In addition, we strongly believe that, the OMB approved, that otherwise incompatible height and density exclusively because of the purported "Revitalization" and community benefits to be included and, this must be clearly spelled out in the new plan.

Furthermore, the plan should make it clear that any proposed project for this site which is different from what the OMB approved, must conform with height, density, heritage and other policies for the balance of the Commercial Core and, that deviations would only be considered, and approved, if otherwise conforming with heritage and built form policies, and in exchange for significant Section 37 benefits in the community. Appropriate S.37 benefits should be suggested in the plan, and should not be solely monetary.

If any new application were to be approved, any additional height must be deployed to meet the heritage requirements of the Provincial Policy Statement regarding both HCD plans and adjoining built heritage. This would include location of new buildings, as well as setbacks, stepbacks and heritage views so it does not detract from heritage buildings fronting on the street or elsewhere in the core.

6. Parking

The Conservancy supports policies that would increase available public parking without detracting from natural and/or built heritage. In particular, accessing parking capacity on the East side of the harbour would be very beneficial.

B. Strengthening Heritage Guidelines

1. Preferred Alternative

Of the three alternatives outlined by Cathy Nasmith, we believe #2 (Creating a new HCD for the Commercial Core with a new plan) is by far the best. This would ensure the new plan clearly carries the stature and weight afforded by the 2005 revisions to the Ontario Heritage Act. The bylaw repealing the old plan would indicate that it does not come into

ONCE OUR ARCHITECTURAL HERITAGE IS DISFIGURED OR DESTROYED, IT CANNOT BE RECOVERED,
AND A ONCE SPECIAL COMMUNITY WILL COME TO LOOK LIKE THE NEXT ONE DOWN THE ROAD.

effect until after the new one is approved to ensure there are no gaps in the protection of the area's heritage.

2. New Plan

The new plan must be very specific in how the heritage attributes will be protected to avoid future challenges based on how the policies apply.

3. Part IV Designations

The Conservancy supports Cathy Nasmith's recommendation that properties that were previously individually designated prior to the approval of the current HCD should again be designated under Part IV. Consideration should also be given to designating significant additional properties that were not previously designated. This would give the heritage attributes of these properties added recognition.

Thank you for considering our input.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hank Beekhuis', with a stylized, flowing script.

Hank Beekhuis

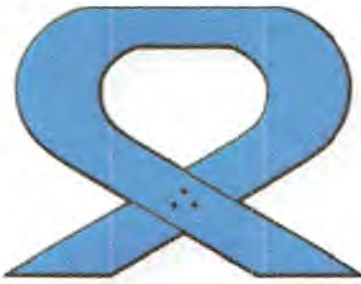
President

Port Dalhousie Conservancy

A distinguished 17-year history as a volunteer community organization

Cc: Cathy Nasmith

Aird&Berlis- Attention: Jane Pepino



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November 1st, 2016

Kevin Blozowski
Planner (Special Projects)
Planning and Building Services
City of St. Catharines
PO Box 3012
50 Church St.
St. Catharines, ON
L2R 7C2

Dear Mr. Blozowski:

RE: Port Dalhousie Secondary Plan & Heritage District Guidelines Update/Study

As you may know, Rankin Construction is the owner of the property located at 57 Lakeport Road in Port Dalhousie which contains the current Royal Canadian Legion Branch No. 350. We participated in the first round of public consultation but were unable to attend the recent "Alternatives Workshop" on September 21, 2016. We have however had an opportunity to review the presentation and summary report materials.

After reviewing the presentation and summary report materials we would like to submit the following comments for consideration:

1. Study Area Boundaries: We agree that Area 3 should be included in the Secondary Plan
2. Building Heights: We agree there should be a range of heights provided for in Area 3. We also agree that the permitted heights within the Harbour Area should be 5 storeys or greater. The mapping provided with the summary report identifies what appears to be a gradation of height across the Harbour Area from 8 to 2 storeys (stepping down to the north). While we support variations in height within the Harbour Area, we believe gradation of height should not be fixed but guided through supportive design guidelines and remains flexible to ensure the highest quality built form and design can be accommodated. We also support the use of Section 37 for consideration of additional height.
3. Retail/Commercial Uses: We agree that the fine-grained commercial uses should be maintained in the commercial core.
4. Lakeport Road and Streetscaping: We support setbacks on Lakeport Road that provide for an open streetscape.

5. Commercial Core Parking Opportunities: We believe a range of options should be provided as part of a parking strategy for the area.
6. Heritage Conservation District: We agree the heritage conservation policies for the commercial core can be strengthened through a new Heritage Conservation District.

Thank you for the opportunity to provide additional comments. We look forward to the final public consultation in November.

Sincerely,



Jim Frank

Cc: Thomas Rankin, Rankin Construction Inc.
Dana Anderson, MHBC Planning

APPENDIX F

PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR AREA

Transportation Review for Draft Secondary Plan

Prepared For: City of St Catharines

November 10, 2016



**MOVEMENT
IN URBAN
ENVIRONMENTS**

BAGROUP.COM

DRAFT

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1.0 INTRODUCTION

This report contains a summary of transportation and parking conditions in Port Dalhousie, and is intended as a background document for the Port Dalhousie Commercial Core and Harbour Area Secondary Plan. The study area under consideration in this report is shown in **Figure 1**.

A review of the existing and future transportation system is described below in Section 2.0 of this report. Draft recommendations for inclusion in the draft Secondary Plan are also included.

Specifically this document provides the context and technical documentation that were obtained to provide recommendations for the following draft Secondary Plan objectives:

- *2.2 h) Support a connected public realm and enhance trails and pedestrian/cycling opportunities throughout the area to improve connectivity and encourage active transportation.*
- *2.2 k) Reduce parking demand by facilitating active transportation and transit usage, and improve parking areas and access while ensuring that new parking options are balanced with the retention of existing open space.*
- *2.2 l) Improve connectivity between the east and west sides of the harbour area.*

2.0 TRANSPORTATION SYSTEM

Port Dalhousie is located at the northern end of the City of St Catharines on the shore of Lake Ontario, and access for the Port's residents, as well as access to the Port's commercial and recreational attractions, is provided by regional and city streets, the City's transit service, recreation trails and also via the harbour. For those arriving by car, a range of parking options are available, including on and off-street parking, in either public or private ownership.

2.1 EXISTING NETWORK

2.1.1 Access and Road Network

For vehicle trips originating elsewhere in the City of St Catharines, or arriving from the provincial highway network, the key routes into Port Dalhousie are via 3rd Street Louth or Martindale Road to Main Street, or via Ontario Street to Lakeport Road. Automobile trips arriving from all directions and destined to Lakeside Park end up on Lakeport Road and Lock Street. Main Street, Lakeport Road, and a portion of Lock Street are two-lane roadways that form part of Regional Road 87 and are under the jurisdiction of Niagara Region as a Regional Arterial roadway. All other roads in the study area are considered local and under City jurisdiction per Schedule C of the City's Official Plan.

The Niagara Region commissioned 24 hour counts, over a two day period (from May 31 to June 2, 2016) to assess the operating speeds and volume of traffic on Lock Street, between Canal Street and Main Street. The results of these counts indicate that only 0.5 to 1% of vehicles observed exceed the posted speed limit of 50 km/hr. The AADT based on this study ($\pm 10,000$ two-way average daily traffic) is consistent with the following road classification guidelines set out by the Transportation Association of Canada (TAC):



- rural collector (>5,000 AADT)
- rural arterial (<12,000 AADT)
- urban industrial/commercial collector (1,000 to 12,000 AADT)
- urban minor arterial (5,000 to 20,000 AADT)
- urban major arterial (10,000 to 30,000 AADT)

The Region's Official Plan identifies the following right-of-way widths for the local arterial roadways:

- Lakeshore Road / Main Street: 20.1 metres
- Lock Street: 20.1 metres
- Lakeport Road: 26.2 metres

The above-noted right-of-widths (ROWs) are consistent with typical collector widths and the low spectrum of typical arterial width. According to TAC, arterial ROW of 20 metres is applicable to retrofit conditions only.

Design speed and average running speeds on Lock are consistent with local and collectors roadways, and lower end of typical minor arterial roadways according to TAC.

The traffic conditions, speed, and road characteristics (including parking, width, and bike lanes) indicate that Regional Road 87, through Port Dalhousie, is of urban character and relates best to a typical urban collector or urban minor arterial according to TAC.

Within the range of each of the collector and minor arterial classifications (according to TAC), these roads have room to accept some traffic growth. However, with upcoming and future development applications, the ability of local area intersections to process capacity should be reviewed on a site-by-site basis as it relates to: providing safe and operational access and maintaining the character and acknowledging the constraints of the regional route (i.e. the limited ability to add lanes within the width of the roadway).

2.1.2 Parking

2.1.2.1 Parking Overview

Public parking is available on both the west and east sides of the Port Dalhousie Harbour. The most convenient and well-used lot (± 245 spaces) is located next to Lakeside Park lot directly adjacent the Carousel, Lakeside Park and local retail and restaurant services. Small parking lots exist adjacent to Rennie Park, the Waterfront Trail on the west side of the harbour, and a large lot is provided (± 275 spaces) adjacent the Port Dalhousie Marina on the east side of the harbour. Metered on-street parking is also available on Lakeport Road and Lock Street. There are several small private parking areas that serve patrons and/or employees of local business, such as the Legion, Pier 61 Bar & Grill, Lincoln Fabrics, retail and Tim Hortons at 50 Lakeport Road, and marina related business on the east side of the harbour.

The observed summer weekday and weekend parking demands at area lots are presented in Section 2.1.2.3 of this report. Peak summer observations indicate that public parking on the west side of the harbour reaches capacity or near capacity conditions during peak weekend and weeknight periods during the summer.

2.1.2.2 Existing Zoning By-Law

The Commercial Core and the Harbour Area are currently primarily zoned Community Commercial (C2), surrounded by minor and major green space (G2 and G3), and low density residential (R2) located immediately to the west.

The C2 zone permits a range of commercial and service uses, with residential uses permitted above. Use of the Port Place lands is specifically restricted to the 17-storey OMB-approved development, while the balance of the Commercial Core and the Harbour Area is subject to an 11 metre (three-storey) height limit. Non-residential uses in the Commercial Core are exempt from the zoning by-law parking requirements.

Non-residential uses in the C2 zone in Port Dalhousie are currently exempt from the by-law requirement. Further details are provided in Section 2.2.2.

2.1.2.3 Existing Parking Supply and Demand

Both marina and non-marina related parking demands in the study area were counted on the following dates to compare to and supplement earlier counts undertaken by Paradigm Transportation Solutions Limited (PTSL) in 2005:

- Thursday, July 21, 2016: 11am - 7pm
- Saturday, July 23, 2016: 11am – 10pm
- Tuesday, August 2, 2016: 5pm – 9pm

The parking lots supporting the Port Dalhousie Harbour and adjacent area are shown in **Figure 2** and are briefly summarized in the text below as well as Table 1 and Table 2.

Results of these surveys suggest that public parking areas on the west side of the harbour continue to be well used, reaching 90 to 100% of their capacity on summer weekends. The Lakeside Park parking and Lakeport Road on-street parking also consistently reach capacity on weekday evenings. Private business parking lots



on the west side of the harbour are also well used on both summer weeknights and weekends (near or at capacity).

Parking on the east side of the harbour has considerable capacity to accommodate more vehicles, reaching 36% of its capacity on summer weekends and 22% on weekday evenings on the observed dates. While there is surplus parking available in this location, the lot is less convenient for patrons destined to the west side of the harbour (an approximate 20 minute walk along the waterfront from the furthest east harbour or a short bike ride along the Waterfront Trail/Lakeport Road bike lanes).

The existing road network, waterfront trails, and public transit provide for a number of active transit opportunities to travel to/from Port Dalhousie and/or between the east and west sides of the Port Dalhousie Harbour. Convenience parking is well used during the summer.

TABLE 1 EXISTING PARKING AREAS, SUPPLY

Parking Area ¹ (2005 Label)	Description	Location and Access	2005 Parking Supply	2016 Parking Supply	Description of Supply Changes
A (A)	Lakeside Park	Off-Street / Publicly Accessible	247	245	Minor changes potentially related to restriping.
B (B)	Lakeport Road	On-Street / Publicly Accessible	24	23	Minor changes potentially related to restriping.
C (C)	Lockhart Point	Off-Street / Publicly Accessible	54	54	Area west and north, and south of Legion.
D (D)	Rennie Park	Off-Street / Publicly Accessible	20	13	Existing supply reflects square lot adjacent park.
E (H)	Tim Horton's	Off-Street / Customers Only	22	25	Existing supply reflects perimeter parking and parking reserved for 50 Lakeport Road.
F (J)	Canadian Legion	Off-Street / Customers Only	30	35	30 Designated Legion spaces, 5 spaces in loading area. 14 unmarked spaces south of Legion included in Lockhart Point Supply (C).
G (K)	Pier 61 Restaurant (formerly Waterfront Grill)	Off-Street / Customers Only	47	51	Minor changes potentially related to restriping.
H (L)	Lincoln Fabrics	Off-Street / Staff & Customers Only	20	33	Existing supply includes 20 spaces adjacent the road and 13 spaces adjacent the waterfront
I/J (G/E)	East Harbour / Michigan Beach Marina	Off-Street / Publicly Accessible	716	276 ²	Existing supply includes publicly accessible spaces on west side of Lighthouse Road. Some parking occurs on east side (gated), accessible by members-only or commercial patrons only.
K (-)	Dalhousie Yacht Club	Off-Street / Customers Only	-	Gravel / Unmarked	Lot K not counted in 2005.
L (M)	St. Catharines Fish and Game (East of Lighthouse Road)	Off-Street / Publicly Accessible	100	Gravel / Unmarked	Existing supply varies.

Notes:

1. Reference to parking areas identified in Figure 2.
2. 2005 Parking Supply included 641 spaces (largely on the east and north side of Lighthouse Road) that is private access, members-only. The current (2016) supply only includes the publicly accessible east harbour parking, which appears to have been expanded from approximately 75 spaces to 276 spaces). All other marina related parking is gated (members only or patrons to the ancillary commercial at the marina).



TABLE 2 EXISTING PARKING AREAS, OCCUPANCY

Parking Area ¹ (2005 Label)	Description	2005 Peak Occupancy	2005 Time of Peak Occupancy (>85%)	2016 Peak Occupancy	2016 Time of Peak Occupancy (>85%)
A (A)	Lakeside Park	247 (100%)	1:00pm - 8:30pm	262 (107%) ⁴	Wkdy: 2:00pm – 9:00pm Wknd: 1:00pm – 8:00pm
B (B)	Lakeport Road	24 (100%)	11:30pm – 9:00pm ²	23 (100%)	Wkdy: 6:00pm – 9:00pm Wknd: 12:00pm – 8:00pm
C (C)	Lockhart Point	54 (100%)	6:00pm – 9:00pm ²	36 (90%)	Wkdy: 8:00pm Wknd: never
D (D)	Rennie Park	20 (100%)	5:00pm – 9:00pm ²	13 (100%)	Wkdy: 5:00pm; 7:00pm - 9:00pm Wknd: 2:00pm – 10:00pm
E (H)	Tim Horton's	22 (100%)	5:00pm – 9:00pm ²	33 (132%) ⁴	Wkdy: 12:00pm; 5:00pm; 8:00pm – 9:00pm Wknd: 5:00pm; 8:00pm
F (J)	Canadian Legion	n/a	n/a	49 (100%)	Wkdy: 6:00pm Wknd: never
G (K)	Pier 61 Restaurant (formerly Waterfront Grill)	10 (20%)	never	40 (78%)	never
H (L)	Lincoln Fabrics	n/a	n/a	33 (58%)	never
I/J (G/E)	East Harbour / Michigan Beach Marina	188 (26%) ³	never	99 (36%)	never
K (-)	Dalhousie Yacht Club	-	-	22	-
L (M)	St. Catharines Fish and Game (East of Lighthouse Road)	n/a	n/a	16	-

Notes:

1. Reference to parking areas identified in Figure 2.
2. Peak Occupancy lasts beyond 9:00pm
3. 188 (26%) = 80% of 75 space public lot and 20% of 641 space members only lot
4. Demand exceeds supply during some periods; reflects illegal parking.
5. Areas C and Area F (Lockhart Point and Canadian Legion) reflects supply of 89 parking spaces



2.1.3 Public Transit Facilities

Port Dalhousie is served by public transit Route 1/6, which travels on a loop from downtown St Catharines to Port Dalhousie. Weekday service is operated at a 30 minute frequency. Evening and weekend transit service is provided by Route 101/106, with a frequency of 60 minutes on weekday and Saturday evenings, and every 30 minutes on Saturday and Sunday during the daytime.

2.1.4 Active Transportation Facilities

With respect to active transportation, Port Dalhousie can be accessed from the Waterfront Trail, which passes along Dalhousie Avenue to Lakeside Park, and then to Lakeport Road and to the east side of the harbour via Lighthouse Road. There are formal bike lanes along Lakeport Road, starting from Lock Street and continuing east out of Port Dalhousie. The Region's bicycle network is further illustrated in Schedule C1 of the City's Official Plan, demonstrating excellent connectivity to the rest of the City and the waterfront. Schedule F1 of the Official Plan also shows future waterfront trail improvements east and west of Port Dalhousie that are planned to tie into the existing marina trail facilities.

Existing bicycle repair facilities are provided in Port Dalhousie at the Lakeside Park Carousel (summer only) and the St. Catharines Public Library – Port Dalhousie Branch.

2.2 FUTURE TRANSPORTATION NEEDS AND RECOMMENDATIONS

Assessment of existing conditions indicates a well-connected transportation system with a variety of active transportation options available during peak summer conditions, when convenience parking is less available.

The transportation aspects of the draft Secondary Plan should focus on improving upon the quality of service and programs that encourage active transportation while providing access to additional convenience parking or to excess existing visitor parking to meet growing visitor parking demands. Providing additional parking should also be balanced with the goals of maintaining the non-transportation objectives of the draft Secondary Plan, such as heritage, views/vistas, provision of open space, and architectural character of the neighbourhood.

The following strategies can be considered with future approvals for residential and commercial properties in Port Dalhousie, to both encourage active transportation and meet parking demands.

2.2.1 Future Access and Road Network

Vehicular access to and from future development should complement the public realm and enable prospective residents, visitors, marina users, and business patrons to conveniently and logically access the surrounding public street network.

Where possible, vehicle access should be provided to/from local roads or shared with an existing access to minimize the number of vehicle conflicts along the primary arterial route 87 through Port Dalhousie.

2.2.2 Parking

Ensure that parking supply requirements for the Port Dalhousie area consider options for shared and off-site visitor parking, given the objective to respect heritage, built form, and views in this neighbourhood.

Provide adequate levels of parking for marina and commercial uses that offer suitable levels of access and convenience for boaters, business patrons, and visitors on a shared basis.

Non-residential uses in the C2 zone in Port Dalhousie are currently exempt from the by-law requirement. The existing exemption should be replaced with an exemption based on new gross non-residential floor area, such as 200m², such that any development proposing more than 200m² of new non-residential GFA would be required to provide parking for the area in excess of 200m².

It is recommended that provision of parking for new developments in Port Dalhousie comply with the requirements of the City's comprehensive bylaw, but with an allowance for shared parking (i.e. residential visitor parking with office/commercial parking) and provisions to permit reductions based on the ability to demonstrate off-site parking, provide cash-in-lieu, and/or Section 37 funding.

Shared parking takes advantage of the differing temporal demand patterns of land uses (such as office, marina users, retail patrons) which will reduce the overall non-residential parking supply needed while accommodating the peak demands of each use as and when they occur. For example, Table 3 presents the minimum parking supply needed, by land use, as demonstrated by the Victoria Transport Policy Institute¹.

TABLE 3 SHARED PARKING OCCUPANCY RATES - DETAILED

Land Use	Mon. Fri.	Mon. Fri.	Mon. Fri.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	8am – 5pm	6pm – 12am	12am – 6am	8am – 5pm	6pm – 12am	12am – 6am
Residential	60%	100%	100%	80%	100%	100%
Office / Warehouse / Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference / Convention	100%	100%	5%	100%	100%	5%
Institutional (non-church)	100%	20%	5%	10%	10%	5%
Church	10%	5%	5%	100%	50%	5%

¹ www.vtpi.org/tdm/index.php. Online TDM Encyclopedia, Victoria Transport Policy Institute. Updated December 21, 2015.



Table 4 also demonstrates the temporal variance applied for residential, retail, hotel, restaurant and office uses in a more simplified manner, based on the rates in the latest City of Toronto comprehensive bylaw.

TABLE 4 SHARED PARKING OCCUPANCY RATES - SIMPLIFIED

Land Use	AM	PM	Evening
Residential	100%	100%	100%
Residential Visitor	10%	35%	100%
Office / Warehouse / Industrial	100%	60%	0%
Retail	20%	100%	100%
Hotel	80%	75%	100%
Eating Establishment	100%	100%	100%

The above-noted examples for shared parking could be used calculate shared parking potential for any new development in the study area.

Off-site parking, at this time, is near capacity at peak times on the west side of the Harbour. If parking supply is to remain limited on the west side of the harbour, due to physical constraints – there are a few methods that could be employed to influence parking demand characteristics in the area:

- Paid parking in public lots west of the harbour and free parking east of the harbour, which could be employed permanently or on event dates and paired with increased transit/shuttle service at busy times.
- Utilize excess existing parking capacity on the east side of the harbour with an improved and direct link across the harbour, such as an accessible pedestrian bridge or regular ferry service. Similar bridges have been built at other marinas, such as the pedestrian bridge at the Toronto Harbourfront, which includes a portion that can lift for sailboat access (pictured below).
 - A variety of methods for funding these connections could be achieved with growth in the area, by accepting cash-in-lieu for an on-site parking reduction or utilizing Section 37 funds. Both methods are permitted by the City's Official Plan.
- Parking requirements for proposed development in the study area are suggested to meet the City's Comprehensive By-law (Section 3) for net new floor area or new residential units. Shared parking reductions and consideration for either cash-in-lieu or Section 37 to provide improvement for off-site parking facilities, or a link to the east side of the harbour, are suggested for this area in addition to the City's comprehensive requirements.



Toronto Harbourfront Lift Bridge; Source: Google Streetview, 2011

2.2.3 Public Transit Facilities

Fully leverage and capitalize on the available existing and planned transit facilities in Port Dalhousie and adopt strategies that seek to minimize auto-dependent travel, maximize transit usage and provide an environment that encourages pedestrian and cycling usage, as detailed in this plan. The transit service frequency in the evenings would likely need to be increased from the current 60 minute service in order to become a more attractive option as an alternative to driving and parking.

2.2.4 Active Transportation Facilities

Provide public access or connections to the fine-grained network of existing trails and bicycle lanes, notably the connection of existing and future trails identified in the City's Official Plan (Schedule F1)

Provide resident and visitor (short term) bicycle parking at all new residential and commercial development sites and shower/change facilities (where appropriate) per the comprehensive zoning bylaw for St. Catharines.

3.0 CONCLUSIONS

Parking and Transportation alternative recommendations include:

- Providing additional on-street parking, where possible, on Lakeport Road, recognizing there will be challenges in providing this in conjunction with the bike lanes and restrictions posed by Regional roadway approvals.
- Providing additional parking, where possible, through reconfiguration or restriping within the parking areas on the west side of the Port Dalhousie Harbour.
- Provide a convenient link between the east and west harbour parking areas, by way of a water taxi, shuttle bus, or a pedestrian/multi-use bridge. This service could be provided in conjunction with charging for parking on the west side of the harbour and/or a cash-in-lieu or Section 37 agreement.
- Encourage active transportation during peak parking demand periods and events by providing infrastructure, programs and/or incentives such as, but not limited to: additional bike parking, bike valet and bike maintenance services, public transit incentives or increased and/or more direct service, improved lighting and wayfinding along multi-use facilities.
- For new development, seek a mix of land uses that can effectively share parking resources, and implement parking maximums and shared parking in the zoning by-law.
- Recognizing that public parking supply is limited and land development and increased attendance at, and frequency of, events may result in increased parking demands, consider paid parking at prime locations, in conjunction with a resident parking permit program and available unpaid peripheral parking.



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STUDY LOCATION



BA Group

Port Dalhousie Secondary Plan and Heritage Conservation District
5976-05 November 2016

Figure 1

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PARKING AREAS



BA Group

Port Dalhousie Secondary Plan and Heritage Conservation District
5976-05 November 2016

Figure 2