



**The Corporation of the City of St. Catharines
CITY COUNCIL AGENDA
Regular, Monday, April 9, 2018
Council Chambers, City Hall, 6:30 PM**

His Worship Mayor Walter Sendzik takes the Chair and opens the meeting

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1. Mayor's Report

2. Adoption of the Agendas

3. Adoption of the Minutes (Council and General Committee)

3.1 Regular Meeting of Council, Minutes of [March 19, 2018](#) and [March 26, 2018](#)

3.2 General Committee, Minutes of [March 19, 2018](#) and [March 26, 2018](#)

4. Declarations of Interest

5. Public Meetings Pursuant to Planning Act

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5.1 Planning and Building Services, Planning Services
Information Report - Public Meeting in Accordance with the Planning Act, Proposed Zoning By-law Amendment, 85 Scott Street, Owner: 1393792 Ontario Ltd, Agent: Upper Canada Consultants
(Report contains links to appendices, which are available upon request)

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5.2 Planning and Building Services, Planning Services
Recommendation Report - Adoption of Official Plan Amendment 18 to implement the Port Dalhousie Commercial Core and Harbour Area Secondary Plan; and Adoption of the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan
(Report contains links to appendices, which are available upon request)

6. Delegations

7. Presentations

8. Motions

9. Call for Notices of Motion

10. Resolve into General Committee

No General Committee session is scheduled for April 9, 2018.

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11. Motion Arising from In-Camera Session

12. Motion to Ratify Forthwith Recommendations

Not required as no General Committee session is scheduled for April 9, 2018.

13. By-laws

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13.1 Reading of By-laws

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CITY OF
ST. CATHARINES

Corporate Report

Report from Planning and Building Services, Planning Services

Date of Report: March 9, 2018

Date of Meeting: April 9, 2018

Report Number: PBS-077-2018

File: 60.35.1017

Subject: *Information Report*

Public Meeting in Accordance with the Planning Act, Proposed Zoning By-law Amendment, 85 Scott Street, Owner: 1393792 Ontario Ltd, Agent: Upper Canada Consultants

Recommendation

That Council receive this report for information purposes; and

That Council consider the application for Zoning By-law Amendment at a subsequent meeting of Council, pursuant to the 2-step process for planning applications that was approved by Council on May 8, 2017. FORTHWITH

Summary

This Information Report is to provide Council and the public with information concerning an application for Zoning By-law Amendment at 85 Scott Street to be considered at a Public Meeting scheduled for April 9, 2018. This Information Report provides an overview of the application, and a summary of applicable planning policies and circulation comments.

The subject lands are zoned High Density Residential with Special Provisions (R4-13), which permits two eight-storey apartment buildings. The application to amend the Zoning By-law proposes to alter the existing Special Zoning Provision to facilitate the development of one 12-storey apartment building and one 15-storey apartment building, which each include an enclosed amenity area as the top storey. The proposed amendment also includes reductions in minimum yards.

To date, there have been three iterations of the application and proposal. The first application was for two 19-storey apartment buildings, both oriented in a north-south direction. The second iteration was for one 19-storey apartment building and one 17-storey building, with the orientation of the latter building changing to a southwest-northeast direction. The third and most recent submission reduces the building heights to 15-storeys and 12-storeys with the orientation of the buildings staying the same.

On December 26, 2017, the City received an appeal under subsection 34(11) of the Planning Act, for the failure to make a decision on the application within 120 days of the filing of a complete application. The City has received notice from the Ontario Municipal Board that a Prehearing Conference has been scheduled for July 18, 2018.

A Recommendation Report containing a planning analysis, addressing any outstanding concerns and questions raised at the Public Meeting, and providing a staff recommendation will be considered by Council at a subsequent meeting.

Further applications for Site Plan and Draft Plan of Condominium are required for development of the lands. The proposed conceptual Site Plan, Landscape Plan and Building Elevations are attached as Appendix 6 for Council's reference.

Background

The subject lands have site-specific zoning as a result of a 1985 Ontario Municipal Board (OMB) decision and order. At the time, City Council refused to amend its Zoning By-law 64-207 to permit the construction of two 8-storey apartment buildings on the subject lands and one 11-storey apartment building on the lands now known as 81 Scott Street. The applicant appealed Council's decision to the OMB, who allowed the appeal, ordering that the Zoning By-law be amended to permit the apartment buildings as proposed. The current zoning of the lands, High Density Residential (R4-13), implements the Ontario Municipal Board decision.

The 11-storey apartment building was constructed in the late-1980s on the lands known as 81 Scott Street. The two 8-storey apartment buildings previously approved by the OMB have not been constructed, although construction of one building did begin in the early-1990s, but was not completed and subsequently removed. The subject application proposes one 12 storey-building and one 15-storey building instead of the two 8-storey buildings approved by the OMB.

Should an application be submitted to amend regulations or policies approved by a previous OMB decision, as is the case with the subject application, the application is reviewed by Staff based on the land use policies in effect at the time of the filing of the new application. A new recommendation is presented to Council accordingly.

Report

Location and Site Description

The subject lands are located on the north side of Scott Street, between Meadowvale Drive and Lake Street, in the City's North Planning District. The lands are accessed via a private driveway over the lands known municipally as 81 Scott Street, which contains an 11-storey condominium apartment building consisting of 128 units. Multiple easements, shared services and common elements exist between the subject lands and the lands at 81 Scott Street, which are described in detail in the following subsection. A location map is attached as Appendix 1.

The subject site is approximately 1.34 ha in size, with no direct frontage onto a public road. The property is vacant, save and except for a driveway turnaround area with parking at the south boundary of the site, and an outdoor pool area at the south west corner. The turnaround area and the pool are both common elements of the existing condominium corporation at 81 Scott Street and would also serve any future development on the subject lands. The lands are relatively flat, with mature vegetation dispersed along perimeter of the site. The majority of tree groupings exist along the north perimeter of the site, northeast corner, the east perimeter of the site, south perimeter of the site, including in the existing landscaped turnaround area, and near the existing pool on site. The majority of trees on site were identified by the consultant's arborist as being in fair to good condition, with only six trees affected by Emerald Ash Borer and three additional trees in poor or dead condition.

Surrounding land uses include:

North:	One and two storey detached dwellings fronting Timber Lane
South:	11-storey condominium apartment building with associated parking and open space further south (81 Scott Street); Place of worship (Calvary Church, 89 Scott Street);
East:	Calvary Church parking lot with approximately 0.3 ha of vacant land to the north; Further east, a two-storey apartment building associated with Trinity Church at 99 Scott Street;
West:	3-storey apartment building accessed by Saint Helena Street (Meadowgreen Manor, 21 Saint Helena Street)

Proposed Development

The subject lands have existing zoning permissions to construct two 8-storey (25 m) apartment buildings on the lands, with no maximum unit count. The subject application is to amend the Zoning By-law to permit the following:

- One 12-storey (36.5 m) apartment building, including an enclosed amenity area as the top storey, with a minimum density of 85 units per hectare (58 units) located:
 - 22.1 m from north property line (abutting detached dwellings)
 - 11.6 m from west property line (abutting a 3-storey apartment building)

The proposed unit count for the 12-storey building, based on preliminary site plan, is 110 units.

- One 15-storey (47.2 m) apartment building, including an enclosed amenity area as the top storey, with a minimum density of 85 units per hectare (56 units) located:
 - 62.2 m from north property line (abutting detached dwellings)
 - 13.9 m from east property line (abutting place of worship parking and undeveloped lands)

- 9.4 m from south property line (abutting place of worship)

The proposed unit count for the 15-storey building, based on preliminary site plan, is 140 units.

Other details of the proposed Zoning By-law Amendment are included in the Zoning By-law subsection of this report.

The proposal is to create condominium corporations for each of the two new apartment buildings, which would share certain services and facilities with the existing 11-storey condominium apartment building located at 81 Scott Street. Easements, right-of-ways and agreements exist to govern the relationship with the condominium corporation at 81 Scott Street.

Application Process to Date

The application for Zoning By-law Amendment was received on March 31, 2016, and subsequently declared complete for circulation on April 22, 2016. Since this initial submission of this application, the City has received two complete revised submissions.

The initial submission was for two 19-storey (60 m), 144-unit apartment buildings on the subject lands. The design of the site and orientation of the buildings was contingent upon the existing condominium corporation at 81 Scott Street (abutting lands to the south) agreeing to amendments to the common element areas shared with the subject lands, including the relocation of the existing pool. The condominium corporation at 81 Scott Street voted against changes to the common element areas on July 28, 2016. This outcome forced the applicant to re-design the proposal to retain the common element areas.

The second submission, received on January 12, 2017, re-oriented the westerly building so as to avoid the common element areas enjoyed by the existing condominium and to retain the existing pool on the subject lands. This re-submission reduced the height and unit count of the westerly building to 17 storeys (54 m) and 128 units. The easterly building remained the same at 19 storeys (60 m) and 144 units. An Open House was held on June 22, 2017, to share this proposal with the public.

After receiving public comments at the first Open House, a second Open House was held on January 17, 2018, coinciding with a third submissions. This re-submission proposed a 15-storey (47.2 m) building at the west side of the site with 140 units, and a 12-storey (36.5 m) building at the east side of the site with 110 units.

Appeal

On December 26, 2017, the City received an appeal under subsection 34(11) of the Planning Act, for the failure to make a decision on the application within 120 days of the filing of a complete application. The City has received notice from the OMB that a Prehearing Conference has been scheduled for July 18, 2018.

By submitting an appeal in December 2017, the applicant has opted to retain the former land use appeals process for this development proposal. Bill 139, the legislation which introduces a new land use planning appeal system in Ontario, takes effect on April 3, 2018. Had the applicant not already appealed to the OMB, any appeals of Council's decision on this application would be subject to the new rules of the Local Planning Appeal Tribunal (LPAT).

Existing Condominium Corporation

Niagara North Condominium Plan No. 62 (NNCP 62) is registered on the lands to the south of the subject lands, at 81 Scott Street. Created in 1990, NNCP 62 consists of 128 dwelling units within an 11 storey apartment building, as well as outdoor amenity areas, exclusive use areas, parking (surface and underground), and driveway/access areas. At the time of the registration of NNCP 62, two additional condominium corporations were contemplated on the lands at 85 Scott Street, for two future apartment buildings in alignment with the approved zoning. The condominium documents were crafted in a manner so that the three condominium corporations (NNCP 62 and the two future condominium corporations) would share certain services and would have certain rights over each of the other's lands.

Several easement exist on the lands at 81 Scott Street in favour of the subject lands:

- **Vehicular and pedestrian access** over the driveway access from Scott Street, including the right to use the driveway to access the subject lands for maintenance, repair, replacement, servicing or inspection of any part of future buildings on the subject lands
- **Servicing and utility easement** over the lands
- **Use of outdoor amenity areas** such as landscaped grounds, picnic areas, barbeques, including the right to maintain, alter, repair, install and inspect such areas

Similarly, several easements exist on the subject lands in favour of 81 Scott Street:

- **Vehicular access** over the driveway turnaround area located on the lands
- **Servicing and utility easement** over parts of the lands
- **Use of outdoor amenity areas** such as swimming pool, tennis courts, landscaped grounds, picnic areas, barbeques, including the right to maintain, alter, repair, install and inspect such areas

The above easements effectively set out building envelopes for buildings contemplated on the subject lands. Any amendments to the Zoning By-law cannot conflict with those building envelopes as set out by the easements restricting the lands. The easements and common elements on the subject lands are set out within the Condominium Declaration of NNCP 62 at 81 Scott Street.

A Shared Facilities Agreement (SFA) is in place between the existing condominium corporation and the owner of the subject lands (and the two future condominium corporations), in order to govern the integrated use, operation and maintenance of the developments, including the sharing of certain costs. The SFA sets out that a Joint

Services Committee would be established, with members representing each of the three condominium corporations, for the purposes of planning, administering and properly maintaining the joint services of the developments. The SFA contains a detailed schedule of shared costs, by item and by corporation.

Site Plan Control

The existing development at 81 Scott Street is controlled by a Site Plan Agreement from 1987. The agreement is also registered on the title of the subject lands at 85 Scott Street and includes landscape plans and engineering plans for the development of the subject lands.

Any development on the subject lands would be subject to a new Site Plan Agreement, to regulate the placement of buildings, architectural elevations, parking, grading, drainage and storm water management, landscaping, fencing and similar details of site design. The concept site plan, landscape plan and building elevations are attached as Appendix 6 to this report.

City Easements and Right-of-Ways

An easement in favour of the City exists over the subject lands for a storm sewer system serving Clayton Court, to the west.

A right-of-way in favour of the City exists over the subject lands and the lands to the east (89 Scott Street), for emergency access to the subject lands. The right-of-way connects Scott Street, through the lands at 89 Scott Street, to the subject lands.

Planning Context**Provincial Policy Context**

The subject lands are within a settlement area under the 2014 Provincial Policy Statement (PPS) and within the Built-Up Area for St. Catharines as delineated by the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017. The PPS and Growth Plan contain policies that direct growth and development to settlement areas, encourage the development of complete communities, support intensification, and require the provision of an appropriate range of housing types and densities to meet the social, health and well-being requirements of current and future residents.

In accordance with the section 3 of the Planning Act, a decision of Council of a municipality “shall be consistent with” the PPS which stresses that the City plan for “efficient land use and development patterns.” Cost effective development patterns and standards are promoted. The PPS requires that municipalities “ensure that necessary infrastructure is available to meet current and projected needs.”

Similarly, guiding principles within the Growth Plan stress compact and well-designed development which prioritizes intensification. The Plan supports the achievement of complete communities that “ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design

and urban design standards.” It includes policies to ensure a range and mix of housing options including affordable housing are available.

Regional Policy Context

Similarly to the Growth Plan, the Regional Official Plan (ROP) directs development to take place in urban areas and supports intensification where appropriate servicing and infrastructure exists. The ROP establishes a residential intensification target of 95% for the St. Catharines Built-Up Area.

Official Plan (Garden City Plan)

The City’s Official Plan, The Garden City Plan (GCP) designates the lands as ‘Neighbourhood Residential’ on Schedule D1, the General Land Use Plan (see Appendix 2). The Neighbourhood Residential designation provides for a range of housing opportunities, types, forms and densities.

Schedule E1 of the GCP (see Appendix 3) provides additional direction for the North Planning District and designates the lands as ‘High Density Residential’. The High Density Residential designation permits triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density generally 85 units per hectare of land or greater. There are no height restrictions in the High Density Residential designation, however the GCP does direct that Zoning By-laws shall be used to implement the policies and intent of the Plan.

The Zoning By-law Amendment proposes a development with a combined density of approximately 187 units per hectare for the two new buildings.

The Official Plan includes other policies relating to such matters as growth, urban design and land use compatibility; the future Recommendation Report will evaluate all GCP policies and provide a recommendation to Council accordingly. Some of the pertinent policies to be considered include:

2.3.3. Accommodation of Growth

3. Growth will be accommodated by:

- i) *the efficient usability of vacant and occupied lands;*
- ii) *more compact built form and density of development;*
- iii) *the reuse, rehabilitation, regeneration, intensification and enhancement of the built environment;*
- iv) *redevelopment and build out of underutilized properties*
- v) *a more integrated, interactive mix of uses, activity and functions;*
- vi) *service, infrastructure, energy, transportation sustainable, accessible, efficient and supportive development;*
- vii) *design initiatives to support:*
 - *compatible, innovative, efficient and sustainable building and site design;*

- *enhanced natural and cultural heritage protection, preservation and conservation;*
- *greening;*
- *an accessible, integrated, interactive, usable and connected public realm within and between different use and activity areas, functions, landscapes and identities;*

5. Housing

- ii) *This Plan emphasizes the provision of new housing through the efficient use of vacant and occupied lands; higher density of development; small lot infill; intensification; mixed use development; and reuse, rehabilitation and redevelopment of the built form, including brownfield and greyfield sites.*
- iii) *All types of new housing will be provided in a manner not to compromise, but to accentuate and enhance the character, structure, function and accessibility of established residential neighbourhoods and other activity areas; cultural and heritage landscapes, buildings and identities; and the City's network of parks, open space and natural areas, and public realm opportunities.*
- v) *This Plan establishes higher housing density standards and opportunities for a greater mix of housing types than has traditionally been directed by the municipality.*

While it is recognized that new housing development and intensification may occur in all residential neighbourhoods, the primary emphasis for housing intensification is directed towards the Urban Growth Centre and Intensification Areas as set out on Schedule D 'Municipal Structure', along major road corridors, at commercial centres and mixed use areas.

4.1. Urban Design Principles

The development of St. Catharines will be based on the following sustainable design principles:

- d) *compatibility of new development with established areas;*
- g) *protection of the natural environment and processes;*
- h) *a compact, walkable, bikeable and well connected community;*
- i) *a range of choices for housing and transportation ;*

4.5. Built Form

1. As a basis for evaluating compatibility and for achieving design excellence, development/redevelopment will be designed in a manner that reflects the principles established in Part C, Section 4.1 of this Plan and that maximizes compatibility with the surrounding area in terms of the following matters:

- a) *Building scale, height, gradation of height, and massing.*

- b) *Spacing of buildings.*
- d) *Roof form and pitch, together with any other structures on the roof.*
- e) *The placement, number, type and proportion of doors and windows.*
- f) *Use of materials, textures, and colours.*
- g) *Continuity in the provision, location, and linkage of amenity, open space, and green corridors.*
- h) *Preservation and enhancement of significant views and vistas.*
- i) *Retention of natural vegetation and other distinctive landscape or streetscape features.*
- j) *The overall scale of the development as it relates to the surrounding area. In this regard, factors contributing to compatibility include avoiding long unbroken expanses of walls; creating relief in walls; the use of varied colours, textures, types, qualities and patterns of finish materials; roofline articulation.*
- k) *Mitigating light trespass and glare and to minimize the effects of sky glow.*
- l) *Mitigating wind, sun shadow impacts.*

7.1 Development / Redevelopment

Development and redevelopment within the Urban Area shall be evaluated having regard for the following:

- c) *Building, site and streetscape context sensitive design to ensure:*
 - i) *Integration of compatible building form, scale, massing, height, setbacks, spacing, siting, orientation, facades and architectural materials with adjacent buildings, properties and the surrounding neighbourhood;*
 - ii) *Adverse impacts on adjacent properties are minimized in regard to grading, drainage, location and design of service utilities and areas, access and circulation, parking, transition in height, privacy, views, vistas, microclimatic conditions, and protection of the natural features, functions and hazards.*
 - iii) *Possible negative impacts such as noise, odour, and emissions are not excessive in relation to the predominant land use character and function of the area;*
 - iv) *Adequacy of lot size, access, on-site facilities and outdoor amenity areas to accommodate use;*

- v) *Provision of parking areas that do not dominate the site physically or visually, and maximize opportunities for perimeter and internal landscaping.*
- d) *The preservation, conservation, enhancement and integration of natural and cultural heritage features, landscapes and identities.*

8. NEIGHBOURHOOD RESIDENTIAL

8.2. General Policies

1. *Residential development, redevelopment and intensification will be integrated within Low, Medium and High Density residential designations having regard for Part D, Section 7 and all other policies of this Plan.*

Zoning By-law

The subject lands are zoned High Density Residential with Special Provisions (R4-13), permitting two eight-storey apartment buildings (see Appendix 4). The permitted uses of the standard R4 Zone continue to apply on the lands (i.e., triplex, fourplex, quadruplex, townhouse, private road development, long term care facility).

The application to amend the Zoning By-law proposes to alter the existing Special Provision to facilitate the development of one 12-storey apartment building and one 15-storey apartment building, including an enclosed amenity area as the top storey of each building. The proposed amendment also requests reductions in minimum yards. The current permissions and requested provisions for apartment buildings are noted in the table below. Appendix 5 illustrates the parts of the subject lands where the proposed Special Zoning Provisions would apply.

Provision	Existing R4-13 Requirement	Requested Zoning Requirement - Part 1	Requested Zoning Requirement - Part 2
Permitted Use	Apartment buildings and structures accessory thereto	Apartment buildings and structures accessory thereto including a swimming pool, outdoor pavilion area, rooftop amenities	
Max. building height	25 m or 8 storeys	36.5 m or 11 storeys plus 1 enclosed amenity storey	47.2 m or 14 storeys plus 1 enclosed amenity storey
Min. lot frontage	30 m	Not applicable for private road developments	
Min. front yard	6 m	3 m from common roadway; 0 m for balconies or entry canopies; 0 m for underground parking structures or ramps	3 m from common roadway; 0 m for balconies or entry canopies; 0 m for underground parking structures or ramps
Min. rear yard (north lot line)	Height of building	23.5 m; 22 m for balconies or entry	52 m; 49.9 m for balconies or entry

	(25 m based on current max height)	canopies; 12.43 m for underground parking structures or ramps	canopies; 51 m for underground parking structures or ramps
Min. west interior side yard	Half the height of building (12.5 m based on current max height)	14 m; 11 m for balconies; 4.57 m for underground parking structures or ramps	26.5 m; 24 m for balconies; 16 m for underground parking structures or ramps
Min. east interior side yard	Half the height of building (12.5 m based on current max height)	53 m; 50 m for balconies; 54.5 m for underground parking structures or ramps	16 m; 13.5 m for balconies; 3.5 m for underground parking structures or ramps
Min. south interior side yard	Half the height of building (12.5 m based on current max height)	33 m; 31 m for balconies; 24.3 m for underground parking structures or ramps	20 m; 17 m for balconies; 0 m for underground parking structures or ramps
Density per hectare	Min. 85 units/ha (R4 Zone req't)	Min. 85 units/ha	Min. 85 units/ha
Min. landscaped open space	33%	40%	
Max. lot coverage	25% for parking structure; 50% total with parking structure (applies to above ground structure)	No maximum lot coverage proposed	
Max. height of parking structure	4 m (above ground)	N/A (no above ground parking structure proposed)	

Circulation of Application

The application was circulated to all relevant departments and agencies in accordance with the Planning Act. The comments summarized below relate to the most recent submission of the application and proposed plans.

Transportation

The Traffic Division of Transportation and Environmental Services has reviewed the Traffic Impact Assessment submitted with the application, which concluded that there are currently no significant issues with existing traffic at the adjacent intersections within the study area, nor will there be any significant impacts on the traffic operations as a result of the proposed development. More specifically, it was concluded that the intersection of Meadowvale Drive and Scott Street, and the existing driveway to the development lands to Scott Street, should continue to operate at acceptable levels of service with minimal delay to motorists during the peak traffic periods. Traffic counts were conducted by the applicant's consultant on February 2, 2016 and volumes were adjusted to account for residents who are away during the winter months.

Traffic Division Staff have no concerns with the Traffic Impact Assessment.

Engineering

The Engineering Division of Transportation and Environmental Services have reviewed a Sanitary Assessment Report prepared by the applicant's engineer and have undertaken an additional study of the sanitary sewer system in the area. Staff have concluded that there is sufficient capacity in the sanitary sewers servicing the subject lands to allow connection of the two additional buildings with a maximum number of 288 units. The applicant is currently proposing 250 units between the two buildings.

Parks, Recreation and Culture Services

The applicant has submitted a Tree Inventory and Preservation Plan (TIPP), prepared by a certified arborist, which identifies trees on the subject property and trees within 4 metres of the property boundary and/or having branches overhanging the site. Approximately 183 trees are proposed for removal of which six are infected Ash trees, and three are in either poor or dead condition.

Parks, Recreation and Culture Services (PRCS) Staff have reviewed the proposal and the TIPP. PRCS Staff commented that the location and extent of the proposed underground parking would conflict with tree preservation measures, specifically along the north property line adjacent to the proposed 12-storey building. Locating the underground parking further from the existing trees along property lines may increase the number of trees preserved and provide greater screening between the proposed development and the existing neighbouring uses. Detailed grading and servicing plans, and the relocation of servicing infrastructure may have further implications for tree preservation and would be further reviewed through the site plan process.

It should be noted that the zoning in effect for the subject lands does not control the location of underground parking. The proposed Special Provisions do intend to establish a minimum setback from underground parking to property lines, in addition to setbacks for the proposed buildings. It should also be noted that the existing storm sewer easement (4.57 m in width) runs alongside portions of the west and north property lines, and would restrict the placement of underground parking.

Niagara Region

Niagara Region Planning Staff have reviewed the application with respect to the Regional and Provincial Policy and do not object to the proposal. Regional Staff have also reviewed a Noise Feasibility Study submitted with this application, which recommends a number of noise abatement measures to mitigate noise from road traffic on the QEW. This would be further reviewed at the time of site plan application. Staff also comment that a Record of Site Condition is required prior to any building taking place.

Public Consultation

Two public Open Houses were hosted by Planning and Building Services. The first, held on June 22, 2017 was to share the second submission by the applicant for one 17-

storey building and one 19 storey building. A total of 64 members of the public signed in at the first Open House.

A second Open House was hosted on January 17, 2018, to review the third and most recent submission for one 12-storey building and one 15-storey building. A total of 45 members of the public signed in at the second Open House.

A comprehensive package of written comments is attached as [Appendix 7](#) (available on request). Common matters of concern with a brief Staff response are as follows:

Comment: The increase in the number of units will generate a significant increase in traffic on and off site.

Response: The application does not propose to amend the Zoning By-law with respect to the number of units permitted on the lands. A Traffic Impact Assessment has been submitted with the application and reviewed by Staff. There are no concerns with increased traffic as a result of this application on public roads or on private property.

Comment: There will be a shortage of parking on the site.

Response: The application does not propose to amend the Zoning By-law with respect to minimum number of parking spaces required. It must be established at this stage that the minimum number of parking spaces required (1.25 per unit) can be accommodated. Details of location of parking would be reviewed at the Site Plan stage.

Comment: Proposed building heights and setbacks will cause a loss of privacy.

Response: Staff will be carefully reviewing the proposal against the policies of the Official Plan with respect to privacy, which state that adverse impacts on adjacent properties be minimized in regard to privacy. An important consideration in this evaluation will be the buffering of perimeter property lines. The applicant has submitted a Visual Impact Analysis with the application which is under review. The Official Plan aims to retain natural vegetation through development applications.

Comment: Proposal is not in keeping with the character and context of the area.

Response: Staff will be carefully reviewing the proposal against the policies of the Official Plan with respect to compatibility. The Official Plan states that development will maximize compatibility with the surrounding area with respect to building scale, height, gradation of height and massing. The overall scale of the development as it relates to the surrounding area will be evaluated. The Official Plan seeks to integrate compatible building form, scale, massing, height, setbacks, spacing, siting, orientation,

facades and architectural materials with adjacent buildings, properties and the surrounding neighbourhood.

Comment: Proposed building heights and setbacks will cause impacts from wind and shadows.

Response: The Official Plan contains policies to mitigate wind and shadow impacts. A Shadow Study has been submitted with the application which primarily illustrates shadows casting on properties to the north and east. An opinion of the Shadow Study will be given in the recommendation report to Council. A Wind Study may be requested as part of the Site Plan Agreement application.

Comment: Proposal will result in the removal of existing vegetation on the lands.

Response: A Tree Inventory and Preservation Report by an Arborist was submitted as part of the application. Approximately 183 trees are proposed for removal of which six are infected Ash trees, and three are in either poor or dead condition. This report is being considered by Staff in forming an opinion on the application, especially with regard to potential impacts on property to the north as a result of the proposed amendment.

Comment: There is a concern with respect to servicing capacity.

Response: The Engineering Division of Transportation and Environmental Services have reviewed a Sanitary Assessment Report prepared by the applicant's engineer and have undertaken an additional study of the sanitary sewer system in the area. Staff have concluded that there is sufficient capacity in the sanitary sewers servicing the subject lands to allow connection of the two additional buildings with a maximum number of 288 units. The applicant is currently proposing 250 units between the two buildings.

Comment: Construction activities may cause damage to existing services and buildings.

Response: Any development would be subject to a Site Plan Agreement, dealing with construction activities. Damages as a result of the proposal would be the responsibility of the owner.

Comment: There will be a noise impact from construction activities and additional units.

Response: Noise as a result of construction may be experienced and is governed by the City's Noise By-law No. 95-198, as amended.

Comment: The condominium declaration for 81 Scott Street sets out building footprints allowances by way of establishing easements on the subject lands. These cannot be changed.

Response: The Zoning By-law Amendment and any future Site Plan Agreement application will be reviewed closely with the established easements on the lands. Established easements cannot be changed by the Zoning By-law.

Comment: Current permission of 8 storeys for each building is acceptable.

Response: Noted by Staff.

The comments also include a petition requesting that the zoning be maintained on the property, with a total of 250 signatures. The petition was signed at the time of the 19-storey and 17-storey submission.

Public Notice

In accordance with established procedures, notices for the public meeting have been circulated.

Financial Implications

All costs associated with this development are at the expense of the developer. No financial impacts to the City are triggered by these approvals.

Relationship to Strategic Plan

The relationship of the proposal to the City's Strategic Plan will be evaluated as part of the future recommendation report on this matter.

Conclusion

In summary, this report provides the planning context and explains the application for Zoning By-law Amendment for 85 Scott Street. The proposal seeks approval for the construction of one 12-storey (36.5 m) apartment building with a minimum density of 85 units per hectare (58 units), and one 15-storey (47.2 m) apartment building with a minimum density of 85 units per hectare (56 units). The current plans submitted with the application propose 250 dwelling units between the two buildings.

This Information Report provides an overview of the application, with a summary of applicable planning policies and circulation comments. A Recommendation Report will be presented at a subsequent meeting of Council.

Notification

It is in order to advise Upper Canada Consultants, c/o Ken Gonyou, 1-261 Martindale Road, St. Catharines, ON L2W 1A1, the owner's agent.

Prepared by:

Aaron Butler, MCIP, RPP
Planner I

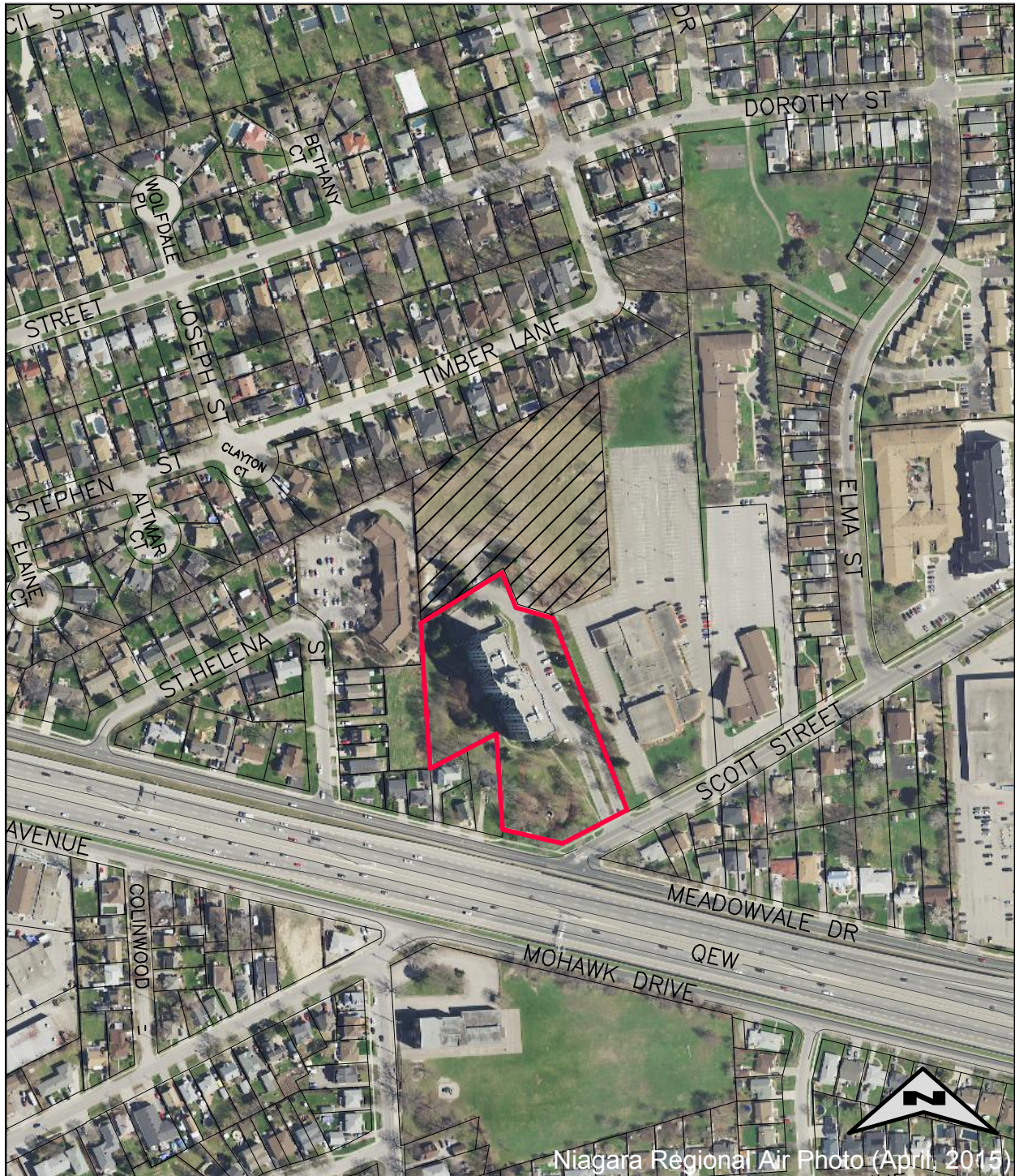
Submitted by:

Judy Pihach, MCIP, RPP
Manager of Planning Services


Approved by:

James N. Riddell, M.PL., MCIP, RPP
Director of Planning and Building Services

Aerial Photo Surrounding Area



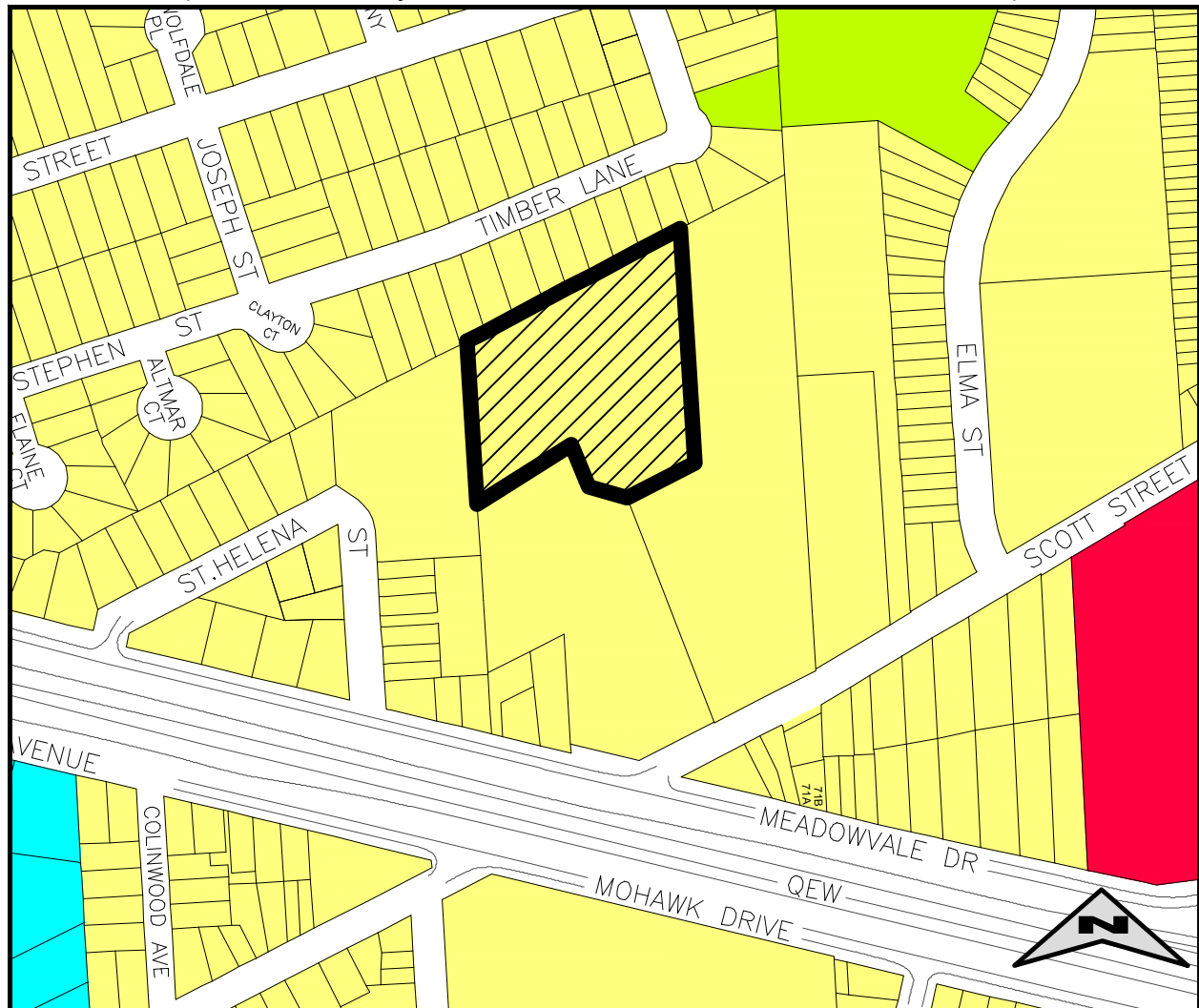
Niagara Regional Air Photo (April, 2015)

 Subject Lands
85 Scott Street
File: 60.35.1017

 81 Scott Street

Existing Land Use Designation

(The Garden City Plan - General Land Use Plan, Schedule D1)



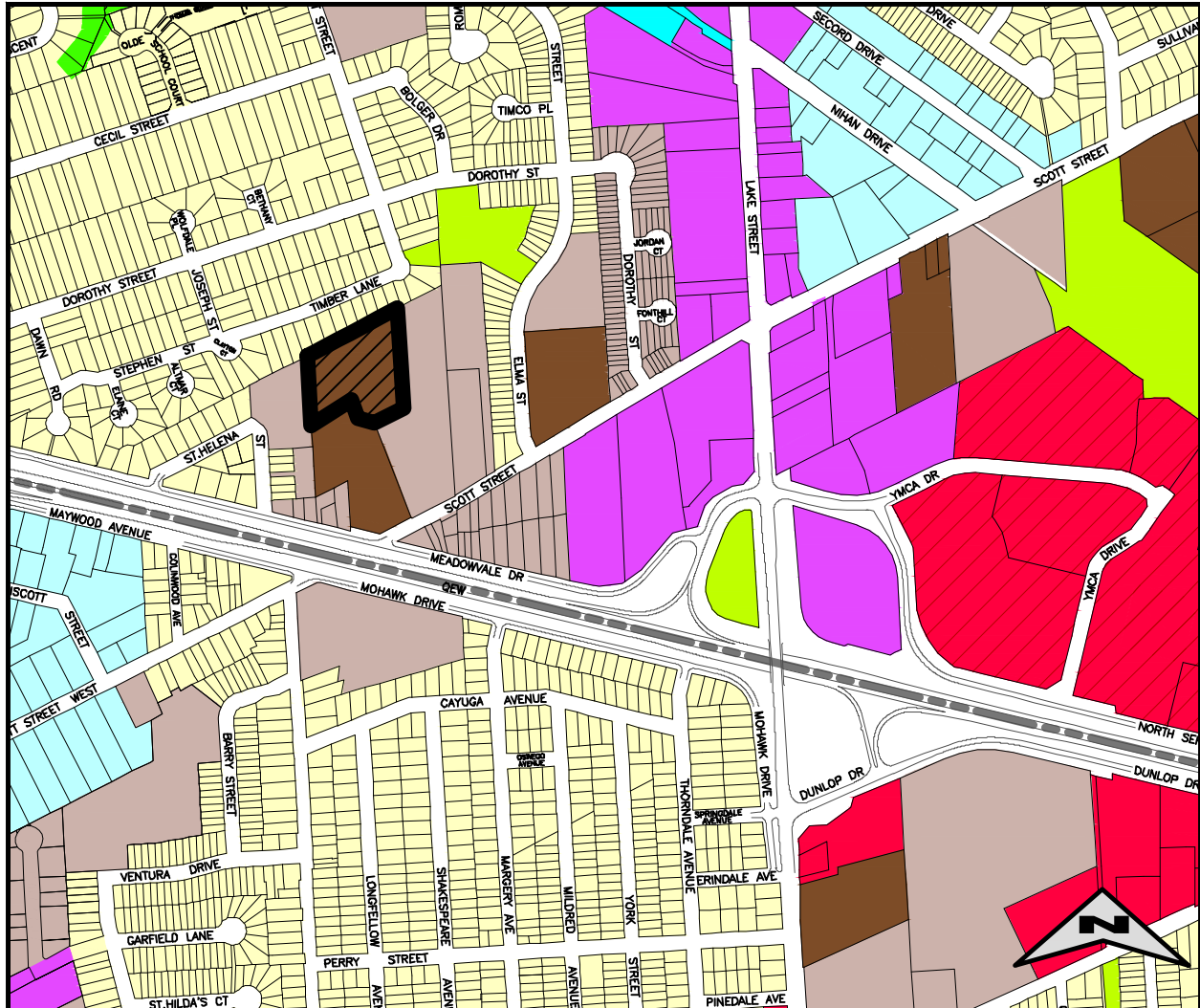
 Subject Lands
85 Scott Street

Land Use Designations			
	Neighbourhood Residential		Commercial
	Employment		Parkland & Open Space

File: 60.35.1017

Existing Land Use Designation

(The Garden City Plan - North Planning District, Schedule E1)



Subject Lands
85 Scott Street

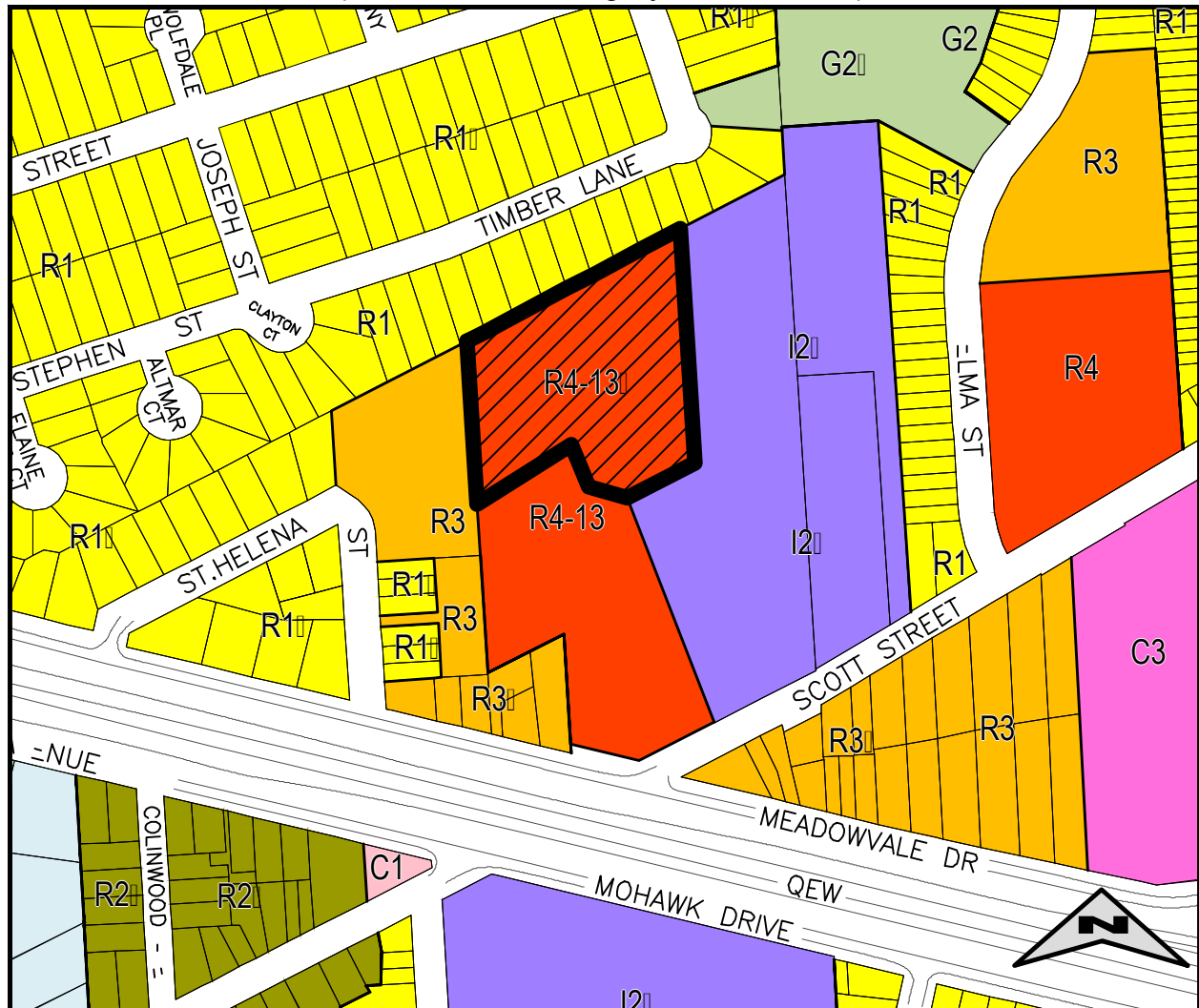
Land Use Designations

Low Density Residential	Arterial Commercial
Medium Density Residential	General Employment
High Density Residential	Business Commercial Employment
Major Commercial	Parkland & Open Space
Community Commercial	Planning District Boundary

File: 60.35.1017

Existing Zoning

(Schedule A - Zoning By-law 2013-283)



Subject Lands
85 Scott Street

Zones

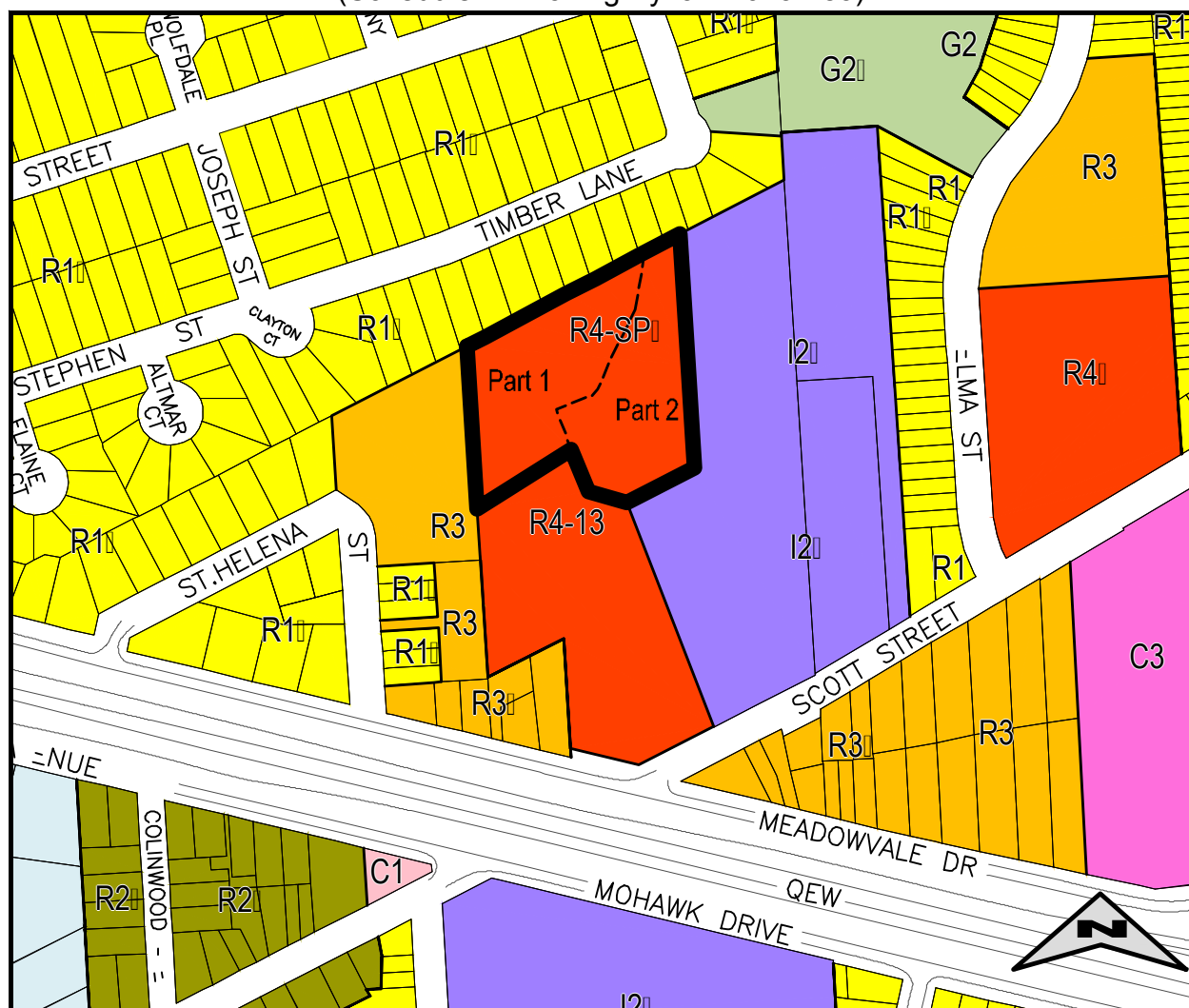
- R1** Low Density Residential
- Suburban Neighbourhood
- R2** Low Density Residential
- Traditional Neighbourhood
- R3** Medium Density Residential
- R4** High Density Residential

- C1** Local Convenience Commercial
- C3** Arterial Commercial
- E1** Business Commercial Employment
- G2** Minor Green Space
- I2** Community Institutional

File: 60.35.1017

Proposed Amendment to Zoning By-Law 2013-283

(Schedule A - Zoning By-law 2013-283)



Subject Lands
85 Scott Street

Subject Lands to be re-zoned from
High Density Residential with Special Provision No. 13 (R4-13) to
High Density Residential with New Site Specific Special Provision (R4-SP)

Zones

R1 Low Density Residential - Suburban Neighbourhood	C1 Local Convenience Commercial
R2 Low Density Residential - Traditional Neighbourhood	C3 Arterial Commercial
R3 Medium Density Residential	E1 Business Commercial Employment
R4 High Density Residential	G2 Minor Green Space
	I2 Community Institutional
	-SP New Site Specific Special Provision

File: 60.35.1017

Legal Description

[illegible][illegible]

GENERAL NOTES

NO	DATE	REVISION
I	SEPT. 12, 2017	REMOVED DATE STATUS
J	AUGUST 1, 2017	REMOVED BLDG. HITS
K	JUNE 30, 2017	HEAD, PRESENTS
L	Jan 04, 2016	Zoning A subdivider
M	Dec 03, 2016	ZONING AMENDMENT
N	May 17, 2016	Issue 2 indicated
O	Sept 07, 2016	REMOVED/REMOVED
P	Sept 7, 2016	Added for recording
Q	AUGUST 5, 2016	BLDG 2 RELOCATED
A	MARCH 20, 2016	ZONING AMENDMENT

Meadowdale Green Phase II

Medinville, St. Catharines

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architects
www.ackarchitects.com

SHEET TITLE:
**Preliminary
Site Plan**

Issued for Re-Zoning	
Issued for Site Plan Agreement	
Issued for Permit	
Issued for Tanden	
Issued for Construction	
DRAWN BY: XX	DWG NO.
CHECKED BY: XX	9
DATE: XXXXXX XXXX	
SCALE:	
PROJECT No.: 2015-08	



PLANT LEGEND

CONIFERS
TO BE PRESERVED



CONIFERS
TO BE REMOVED



DECIDUOUS TREES
TO BE PRESERVED



DECIDUOUS TREES
TO BE REMOVED



PROPOSED
DECIDUOUS TREES



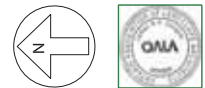
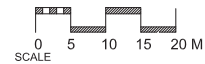
PROPOSED CONIFERS



PROPOSED SHRUBS



PROPOSED ORNAMENTAL
GRASS



Jamie Douglas, LA OALA CSLA
Landscape Architecture / Site Planning
P. 289 407 3511 jamiedouglas@gmail.com

ACK Architects

443 Eastchester Ave,
St. Catharines ON
P. 416 462 0369

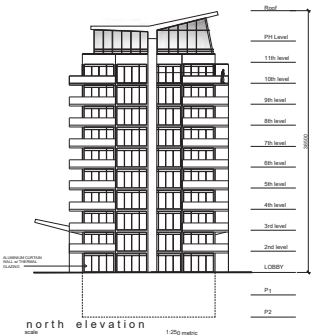
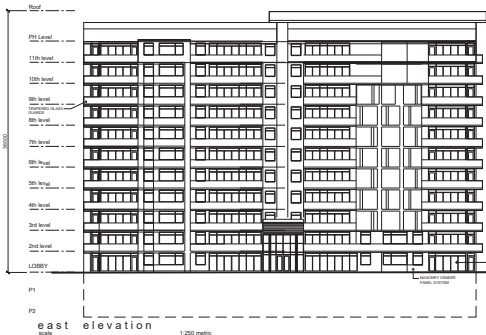
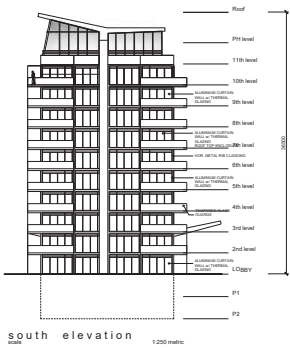
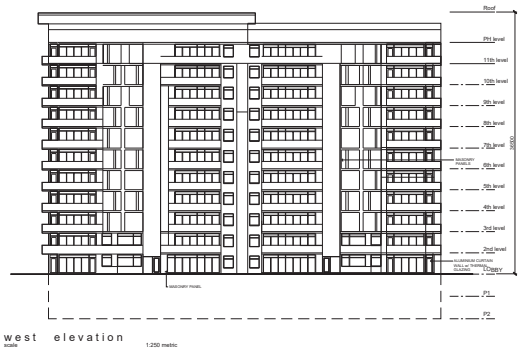
Meadowvale Green
Phase II

81 Meadowvale Drive St.Catharines ON

LANDSCAPE PLAN

DWG . L - 3 REV. 4

4	UPDATED CONDO 2 & 3 RE-LOCATION	JAN 8/18	MK
3	UPDATED CONDO 2 PARKING	JUN. 17	MK
2	UPDATED CONDO 2 LANDSCAPE	NOV. 27	MK
1	UPDATED TO CONDO 2 RELOCATION	OCT. 17	MK
REV.	DETAIL	DATE	BY



GENERAL NOTES:

All contractors and/or trades shall verify all dimensions, notes, size and report any discrepancies prior to commencement of the work. This drawing not to be used, all drawings, notes and related documents are the property of the architect and must be returned upon request. Reproduction of drawings and related documents in part or in whole is strictly forbidden without written consent. Drawings to be for the purpose for which they are issued.

NO.	DATE	REVISION	BY:
1	10/04/2017	Zoning A submission	A.A.H.
2	10/04/2018	Zoning A submission	A.A.H.
3	10/04/2018	Final for approval	A.A.H.
4	10/04/2018	RECONSTRUCTION	A.A.H.
5	10/04/2018	ZONING AMENDMENT	A.A.H.

COMMISSION:

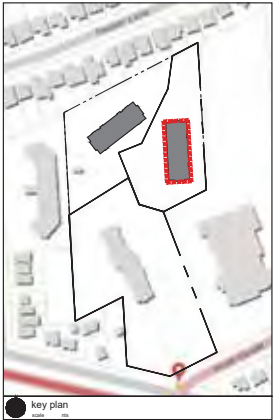
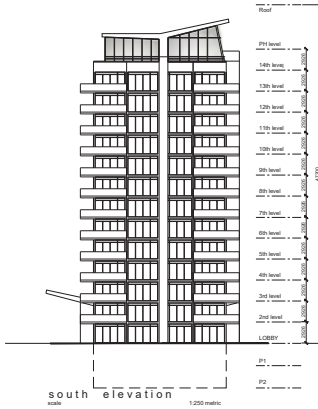
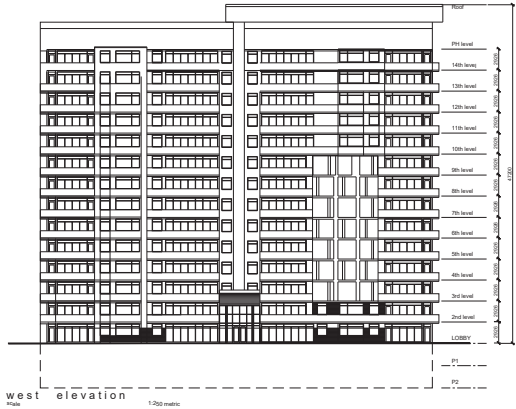
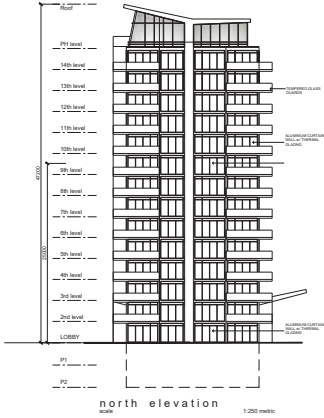
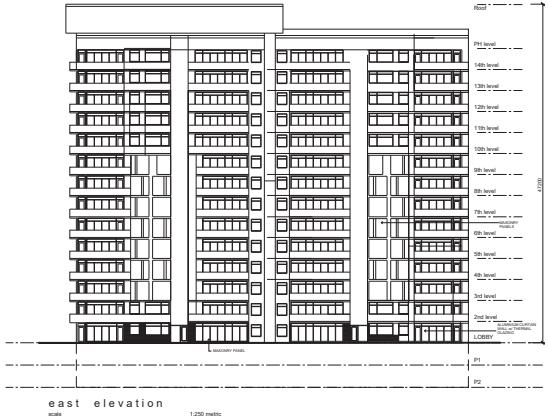
Meadowdale Green Phase II

Meadowdale, St. Catharines

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SHEET TITLE:
Preliminary
Elevations
Building 2

Issued for: Zoning	
Issued for: Site Plan Agreement	
Issued for: Permit	
Issued for: Tender	
Drawn by: Construction	XX
Checked by: Review	XX
Date: Review	05/05/2018
Scale:	
Project No:	2018/066
	of A



GENERAL NOTES:

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NO.	DATE	REVISION	BY:
1	2015-06-17	Issued for Construction	A.A.H.
2	2015-06-17	Issued for Construction	A.A.H.
3	2015-06-17	Issued for Construction	A.A.H.
4	2015-06-17	Issued for Construction	A.A.H.
5	2015-06-17	Issued for Construction	A.A.H.
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18	2015-06-17	Issued for Construction	A.A.H.
19	2015-06-17	Issued for Construction	A.A.H.
20	2015-06-17	Issued for Construction	A.A.H.

COMMISSION:

Meadowvale Green Phase II

Meadowvale, St. Catharines

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SHEET TITLE:
Preliminary
Elevations
Tower 3

Issued for Re-Zoning	
Issued for Site Plan Agreement	
Issued for Permit	
Issued for Tender	
Issued for Construction	
DRAWN BY: XX	DWG No.
CHECKED BY: XX	
DATE: Release 0000	
SCALE:	
PROJECT No. 2015-06-17	d A.



CITY OF
ST. CATHARINES

Corporate Report

Report from Planning and Building Services, Planning Services

Date of Report: March 26, 2018

Date of Meeting: April 9, 2018

Report Number: PBS-086-2018

File: 60.2.69, 10.24.186, 60.30.339

Subject: Recommendation Report

Adoption of Official Plan Amendment 18 to implement the Port Dalhousie Commercial Core and Harbour Area Secondary Plan; and,

Adoption of the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan

Recommendation

1. That Council close the Public Meeting with respect to the Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan; and
2. That Council adopt Official Plan Amendment No.18 to approve and implement the Port Dalhousie Commercial Core and Harbour Area Secondary Plan as set out in Appendix 2; and
3. That Council adopt the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan as set out in Appendix 4; and
4. That the Mayor and City Clerk be authorized to execute the necessary By-laws to give effect to Council's decision; and

That the Notice of Decision required by the Planning Act, R.S.O. 1990, C.P. 13, and the Ontario Heritage Act, as amended, be processed by staff; and

That Notice of the Decision include a statement that public input has been received, considered and has informed the decision of Council; and

That Notice of the Decision include a statement that the Port Dalhousie Commercial Core and Harbour Area Secondary Plan, and Heritage Conservation District Plan are consistent with, conform with, and do not conflict with the Provincial Policy Statement and Provincial Land Use Plans; and

That upon expiration of the appeal period, staff be directed to forward any appeals to the Land Planning Appeals Tribunal (LPAT) for consideration and final approval; and

5. That Council authorize the City Solicitor or her designate and city staff, as appropriate, to attend any LPAT hearing in support of Council's decision in the event of an appeal; and
 6. That Council direct staff to prepare an amendment to the City's Comprehensive Zoning By-law 2013-283 to implement and give effect to Official Plan Amendment 18; and
 7. That Council direct staff to prepare guidelines and criteria to be established in the implementation of any future Preferred and Beneficial Zoning for the lands within the Port Dalhousie Commercial Core and Harbour Area Secondary Plan; and
 8. Further, that the Clerk be directed to make all necessary notifications.
- FORTHWITH

Summary

This Recommendation Report is a follow-up to the Information Report (attached as [Appendix 12](#), or available upon request) that was received by Council at the January 15, 2018, public meeting, in accordance with the requirements of the Planning Act, to receive input on the proposed Port Dalhousie Commercial Core and Harbour Area Secondary Plan (SP), and Heritage Conservation District Plan (HCD). Council did not close but rather adjourned the public meeting at that time.

This report contains staff recommendations for approval of Official Plan Amendment 18, which incorporates and implements the Secondary Plan policies within the City's Official Plan, and for approval of the Heritage Conservation District Plan.

The staff recommendations contained in this report make modifications to the two draft Plans presented at the January 15, 2018, Public Meeting, and are based on a review of input received thus far and a subsequent thorough staff evaluation of the two Plans in preparing Official Plan Amendment 18. The recommended staff modifications are supported by the consultants who prepared the two Plans in conjunction with staff input.

The recommended modifications are addressed in this report under the section entitled 'Modifications to the SP and HCD Plan'.

This report also contains comments by Transportation and Engineering Services (Appendix 9) that addresses Council's motion of January 29, 2018, directing that a comprehensive review of current and future service infrastructure capacity for Port Dalhousie be undertaken in conjunction with the Secondary Plan consideration.

Background

In April 2016, Council retained consultants to help prepare a Secondary Plan and a Heritage Conservation District Plan, for the Port Dalhousie Commercial Core and Harbour Area.

The purpose of the Secondary Plan is to refine existing Official Plan land use policies, and to establish a more defined and focused land use plan for the subject area. It addresses matters related to use permissions, development standards, built form, the open space network, public space, transportation, parking management, urban design, and natural and cultural heritage conservation.

The proposed land use plan established in the Secondary Plan study is to be incorporated and implemented within the City's Official Plan through Official Plan Amendment 18. The preparation of the Heritage Conservation District Plan represents an update to the existing Port Dalhousie Heritage District Guidelines for Conservation and Change as it applies to the Commercial Core and Harbour Area of Port Dalhousie. The purpose of the HCD Plan is to help inform the policies of the Secondary Plan policies. However, the primary intent of the HCD is to establish policies and guidelines to support the retention, conservation and enhancement of the area's cultural heritage features, amenities, attributes and character, including the areas built form, landscapes, and views and vistas.

The overall combined objective of the two Plans is to establish an effective and cohesive planning framework to guide and manage development, redevelopment, growth and change in a manner to support the preservation, conservation and enhancement of the area's natural and cultural heritage. The intent of the two Plans is that, together, they establish the policy base and guidelines that set out the criteria to evaluate any applications for development, redevelopment and change in the area including public works improvements.

The study area was examined comprehensively and has sought to provide a balanced approach to land use planning for the area. In this instance, there is a need to achieve a balance of how the City views economic development and growth with heritage conservation. The capacity for measured growth was also an important factor into how the policies were created for the Plans. In short, growth and heritage aspects can be symbiotic: that is a tourism draw, waterfront enjoyment, Lake Ontario beaches, the harbour and boating along with a quality built environment and character can beckon people to visit, work and live within a vital heritage context.

On January 15, 2018, Council received the staff Information Report and held a statutory Public Meeting regarding the two draft plans. Council did not close, but rather adjourned the Public Meeting to a later date, and passed the following motion:

“That Council adjourn the public meeting regarding the Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the draft Port Dalhousie Commercial Core and Harbour Area Conservation District Plan.

That Council receive the (Information) report for information purposes;

That Council consider approval of the draft Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the draft Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan at the first meeting in March, 2018.”

On January 29, 2018, Council passed the following additional motion regarding the subject matter:

“That staff be directed to prepare a comprehensive report on sewer, water, road and other infrastructure capacity in Port Dalhousie now and in the future, taking into consideration all current potential developments as well as the residential area and a full complement of businesses and, that this report be provided with the staff recommendation report on the Port Dalhousie Secondary Plan on March 5, 2018.”

Given the timing to prepare the above noted servicing report, and to allow Planning and Building Services staff sufficient time to complete a full analysis of the draft Secondary Plan and Heritage Conservation District Plan in preparing Official Plan Amendment 18, the continuation of the public meeting and the preparation of this Recommendation Report has now been scheduled for the April 9, 2018, Council meeting.

Based on evaluation to date, staff recommends that certain modifications be made to the Secondary Plan and the Heritage Conservation District Plan presented at the January 15, 2018 public meeting. The proposed modifications have been discussed with, and are supported by the consultants who prepared the two Plans.

Including the proposed modifications, staff recommend approval of Official Plan Amendment 18 to incorporate and implement the Secondary Plan within the City’s Official Plan and, the approval of the Heritage Conservation District Plan. Official Plan Amendment 18, and the Heritage Conservation District Plan are attached to this report as Appendix 2 and 4. The Secondary Plan is attached as [Appendix 3](#) (or available upon request).

It is staff’s opinion that the Secondary Plan and Heritage Conservation District Plan, as modified, provides an aligned set of policies and guidelines, and a consistent and balanced planning framework to appropriately manage development, redevelopment, growth and change in a manner that supports the preservation, conservation and enhancement of the area’s natural and cultural heritage.

This report provides an overview of the policies and guidelines contained in the two Plans, the planning framework in which they have been prepared, the recommended staff modifications to the two Plans presented at the January 15, 2018 meeting, public consultation to date, and information on infrastructure matters related to Council’s January 29, 2018 motion.

Report Location

The boundaries of the Secondary Plan and Heritage Conservation District Plan are identified on Appendix 1. The Secondary Plan area includes the traditional commercial core area and lands in the immediate vicinity west of the Port Dalhousie Harbour, and also open space and residential lands on the east side of the harbour.

The Heritage Conservation District Plan boundaries are smaller, and exclude the lands on the east side of the harbour. The proposed Heritage Conservation District Plan boundaries are focused on the traditional commercial core area and immediate surrounding lands, and is a Sub area of the existing Port Dalhousie Heritage District Plan (Guidelines for Conservation and Change), which governs the commercial core as well as a much larger area that includes the residential neighbourhood in Port Dalhousie to the west and south of the commercial core.

If approved, the proposed Heritage Conservation District Plan will supercede the Port Dalhousie Heritage District Plan (Guidelines for Conservation and Change) where the two Plans overlap.

Planning Framework

Provincial legislation through the Ontario Heritage Act gives as much weight to policies and guidelines contained in a Heritage Conservation District (HCD) when compared to Secondary Plan (SP) policies established in the Official Plan and legislated through the Ontario Planning Act.

The SP sets out more refined and better defined development policies and parameters than those established in the general land use policies of the City's Official Plan, including land use permissions, development standards such as building height and setbacks, and guidelines related to landscaping, urban design, built form, the open space network, transportation and parking.

The SP policies are incorporated and implemented within the City's Official Plan through adoption of an Official Plan Amendment (i.e. Official Plan Amendment 18).

The HCD Plan helps to inform the policies and guidelines established in the SP, providing direction for use permissions and development parameters to support protection, conservation and enhancement of the area's cultural heritage. However, the primary intent of the HCD Plan is to identify cultural heritage attributes, features and amenities, and establish landscape and building design guidelines to support the retention, conservation and enhancement of the area's cultural heritage, including landscapes, views and vistas as well as individual buildings that define and contribute to the distinct character of the area.

The policies and guidelines of the two Plans must be consistent and align with each other, and must be read in conjunction with each other, if to be an effective tool in appropriately managing existing and future development, redevelopment, growth and change, and in a manner that supports the preservation, conservation and

enhancement of the area's cultural and natural heritage features, amenities, heritage attributes landscapes and buildings that contribute to the areas distinct character.

Together with the SP policies, the HCD Plan policies and guidelines are intended to establish the criteria to evaluate any applications for development, redevelopment and change in the area.

Certain of the proposed staff modifications to the SP and HCD Plan that were presented at the January 15, 2018, public meeting are recommended to better strengthen their alignment with one another, and support a more consistent planning framework. Recommended staff modifications are more specifically addressed later in this report under the report section entitled 'Modifications to the SP and HCD Plan' and as set out in [Appendix 7](#) and [Appendix 8](#) (or available upon request).

Secondary Plan/Official Plan Amendment 18

The proposed Official Plan Amendment 18 (OPA 18) incorporates and implements within the City's Official Plan the SP land use plan that was presented at the January 15, 2018 public meeting. The Amendment also includes proposed modifications to the SP as recommended by staff. OPA 18 is attached to this report as Appendix 2, and the January 15, 2018, draft SP is attached as [Appendix 3](#) (or available upon request).

The following provides a description of the land use plan established in the SP and incorporated in the proposed OPA 18. Recommended staff modifications to the SP policies are identified below and are more fully described in the 'Modifications' section of this report and in [Appendix 7](#). Staff have discussed the modifications with the consultant and the consultants concur with the recommended changes.

Land Use Plan

The recommended land use plan for the Port Dalhousie Commercial Core and Harbour Area is identified in Appendix 5 and is as follows:

1) Land use Designations

There are 5 land use designations within the Plan area: Low Density Residential, Medium Density Residential, Community Commercial, Parkland and Open Space, and Natural Area.

These land use designations are currently established in the City's Official Plan, and the SP or OPA 18 does not propose any change to the lands affected by the applicable land use designations, except as follows:

- As recommended in the SP and OPA 18, Lockhart Point has been re-designated from 'Community Commercial' to 'Parkland and Open Space' to reflect the current use of the lands as a City park.

- As a staff recommended modification to the SP, OPA 18 proposes to re-designate the north half of Rennie Park from 'Natural Area' to 'Parkland and Open Space' in order to better reflect existing park uses on the subject lands, including rowing facilities. The lands are still subject to the Natural Area policies of the Official Plan and the re-designation does not affect protection of existing natural features and hazards.
- The draft SP proposed to designate the Dalhousie House property (52 Lakeport Road) as 'Natural Area'. The property is currently designated 'Community Commercial' in the Official Plan. This is an inadvertent error in SP mapping, and there has not been any intent through the SP Study to re-designate the lands to 'Natural Area'. As a staff recommended modification to the SP, OPA 18 designates the lands to remain as 'Community Commercial' in order to reflect the existing and intended use of the lands for 'Community Commercial' purposes.

2) Use Permissions/Design Standards

The use permissions and development standards for the applicable land use designations, including height, are addressed below. Permitted building height for the area is also set out in Appendix 6.

a) Low and Medium Density Residential

The range of uses and standards (setbacks/height) currently established in the Official Plan remain the same in the SP and OPA18 for the Low and Medium Density Residential designations; except:

- that building height permissions on the residential lands east of the harbor is reduced from 11 metres to 9 metres, as recommended in the SP.
- apartment dwelling units are added as an additional permitted dwelling type on the Low Density Residential lands north of Gertrude Street and west of Canal Street. This policy is not in the SP, and is a recommended staff modification in OPA 18. The modification does not change the current Low Density Residential density or development standards permitted on the subject lands, but adds to the range and type of housing permissions, and greater opportunities for more accessible and affordable housing options immediately adjacent to the commercial core, and supports a more vibrant core area.

b) Community Commercial

To recognize the distinct character of each area, the Community Commercial designation is divided between the traditional 'Commercial Core' area west of Lakeport Road, and the 'West Harbour' area on the east side of Lakeport Road.

Use permissions are the same for both areas, and better define and strengthen current Official Plan policies to support mixed use development, protecting for ground floor commercial and other non-residential uses, and limiting residential uses to upper floors of buildings.

- Commercial Core area:
 - i) SP and OPA 18 policies for this area support the traditional fine grained main street character of Lock Street and the west side of Lakeport Road. Setbacks support street edge development, and limitations are put on individual (commercial, etc.) unit size widths and floorplates to support a greater number and diversity of uses, restrict mid and big box uses, and support a smaller scale pedestrian oriented character and public realm.
 - ii) As currently established in the City's Zoning By-law, the SP and OPA18 restricts building height on the north and south side of Lock Street to 3 storeys along the street front.

As recommended in the SP, OPA 18 adds significant terracing and step back standards above 3 storeys if to achieve greater height north of Lock Street. These step back requirements apply to the north side of Lock Street, as well as Main Street, Hogan's Alley and the 'street with no name' adjacent to Lakeside Park.

- iii) The lands north of Lock Street, and west of Hogan's Alley (16 Lock St.) is the only one location in the area that is designated to permit building height greater than 3 storeys. Subject to the step back requirements, the draft SP set a 6 storey height limit for this area, and also maintained the Ontario Municipal Board (OMB) order for 16 Lock Street, 12 Lockport Road and adjacent properties that set out specific use and density permissions, and building height of 17 storeys, as additional 'as of right' development permissions.

As a recommended modification by staff, OPA 18 maintains the 6 storey height limit established in the SP, but does not include the OMB decision as an alternative 'as of right' permission. The recommended modification is addressed under the 'modifications' section of this report below.

- iv) The SP and OPA18 reduce the current permission for building height from 3 storeys to 2 storeys on most of the properties on the west side of Lakeport Road.

- v) Consistent with the SP and HCD, OPA18 establishes a 1 storey height limit for the Jail site, and a spatial distance requirement from adjacent buildings to support open space use permissions within the setback.
- vi) In keeping with current Official Plan policy, the SP establishes a limited range of Community Commercial use permissions on the Dalhousie House property (52 Lakeport Road). The current use permissions for the site were established by Official Plan Amendment 8 in October, 2015. At that time, staff had recommended that the full range of Community Commercial uses be permitted on the property. As a recommended modification to the SP, OPA 18 increases the range of uses permitted on the site consistent with those permitted on the other Community Commercial properties in the commercial core area. In the opinion of staff, the increased range of use permissions will serve to enhance the potential usability of the site and will not detract from the conservation and retention of the existing cultural heritage feature and attributes of the property.

- West Harbour Area

- i) The SP and OPA 18 policies reflect the established larger parcel fabric and character of this area, and support larger scale mixed use development.
- ii) The Plan emphasizes mixed use development in the west harbor area, providing for non-residential uses on the ground floor with residential uses on upper floors, and encouraging greater interaction of ground floor uses with the public realm.

As a recommended staff modification to the SP policies, OPA18 establishes a cap on non-residential glfa on individual properties in order to limit the scale of non-residential uses, prevent bigger box uses, and support the primacy of upper floors for residential opportunities.

- iii) Development standards and design guidelines are established in the SP, and strengthened in OPA18. They place a strong emphasis on an enhanced open space network and pedestrian realm, accessible connections and linkages within and between the west harbour area and adjacent areas, waterfront access, and preserving the views, vistas and natural and cultural heritage throughout the Plan area. These initiatives support key planning principles enshrined throughout the City's Official Plan.
- iv) Building and landscape requirements are designed to protect the water edge pedestrian realm, to orientate building envelopes to provide greater

spatial separation from the street, and support open public space opportunities facing Lakeport Road.

Additions to existing buildings are required to be setback from the front façade to maintain the existing heritage street wall presence and character (Lincoln Fabrics). Building additions higher than the existing building are directed to the rear of the building.

- v) The SP and OPA 18 establish policy for distance separation between adjacent buildings to support spatial separation and orientation of building, and in support of key principles of the Official Plan identified in iii) above.

As recommended in the SP, OPA 18 permits a building height of 8 storeys on the Community Commercial lands in the West Harbor Area. The existing permission is 3 storeys in the Zoning By-law although current Official Plan policies do not stipulate a maximum height.

The increase in height supports accommodation of development and redevelopment opportunities through smaller building footprints and increased building height, rather than by longer continuous building footprints and mass stretching along the ground floor levels, and which minimize opportunities to support waterfront access, connections to the open space network, and protection of views and vistas across the harbour.

- vi) The Plan encourages the area to be developed in a cohesive format, with shared parking and internal drives, pod parking, consistent landscaping and design treatments, and connected open space linkages and areas. Surface parking is discouraged. No new vehicular access points are permitted onto Lakeport Road.

c) Parkland and Open Space

- i) The SP supports a more interactive public realm and connected network within and between City parks, and with adjacent lands on the west side of the Harbour.
- ii) On the east side of the Harbour, the Plan supports an enhanced and connected open space network, waterfront access, protecting views and vistas, greater public realm opportunities, increased use permissions on the east side of the Harbour, and a connected trail system connecting Lake Ontario and the Waterfront Trail to the Western Harbour area.
- iii) In the opinion of staff, OPA18 helps to strengthen and better define SP policies related to the 'parkland and open space' designation.

- iv) All of the parkland and open space lands in the SP area are in the public domain. A number of SP policies relate more specifically to City park usage or design. These are more appropriately the purview of the Parks Policy Plan and other City programs, and are referenced but not included in OPA18.
- v) As recommended in the SP, OPA18 establishes a 2 storey building height limit, excluding lighthouses. Design standards support development that frames both sides of Lighthouse Road and protects for views, vistas and an accessible and connected open space network along the waterfront.
- vi) The SP supports expanded use permissions on the east side of the harbor that are not typically permitted in the parkland and open space designation, including artisans, tourist shops and restaurants. As a recommended staff modification to the SP, the use permissions in OPA18 further expand and define the range of uses permitted on the east side of the harbour, allowing for a greater diversity of use opportunities to support the useability of the area, including small scale retail and service commercial uses, including restaurants, places of assembly, community and cultural uses, and harbour marine uses.
- vii) The SP does not distinguish the range of harbour marine uses permitted on the east and west side of the harbour. As a staff recommended modification to the SP, and carrying forward existing Official Plan policy, OPA 18 permits the full range of harbor marine uses, including the yacht club, on the east side of the harbor, but restricts harbor marine uses to boat slips and related administrative offices on the west side of the harbor, and not allowing the more industrial related harbor marine uses such as boat storage, maintenance and repair.

d) Natural Area

The SP does not specifically address natural heritage features and hazards. OPA18 provides more specific guidance.

There are many significant environmental features within the Plan area. OPA18 clarifies that all features are subject to the natural area policies established in Section 13 of the City's Official Plan. The Section 13 policies must be, and are, consistent with a broad array of federal, provincial, regional and NPCA guidelines and standards that apply to all areas within and adjacent to these features.

The natural area policies of the Official Plan must be considered in the evaluation of all development, redevelopment and site alteration, regardless of land use designation. The Natural Area Extent Line shown on the Land Use

Plan in Appendix 5 shows the general limit of where natural area policies may apply.

Heritage Conservation District Plan

The boundary of the proposed Port Dalhousie Commercial Core and Harbour Area Conservation District Plan is shown on Appendix 1.

1. The area is already included in the existing Port Dalhousie Heritage District Plan (Guidelines for Conservation and Change) which covers a larger area and includes the commercial core area and the traditional residential neighbourhood of Port Dalhousie to the west and south. The Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (HCD Plan), if approved, will supercede the current District Plan where the two overlap,
2. The primary purpose of the HCD Plan is to identify and define the area's natural and cultural heritage attributes, features and amenities that contribute to the distinct character of the area, and establish policies and guidelines to support their retention, conservation and enhancement.
3. The HCD Plan establishes policies and guidelines that relate to and support a number of components, and are generally described as follows:
 - The Plan identifies 'contributing' and 'non-contributing' buildings and landscapes in the area. Contributing buildings are those identified as worthy of individual heritage designation and are restricted from demolition. There are 21 contributing buildings in the District plan area.
 - The HCD Plan establishes guidelines for both contributing and non-contributing buildings. These guidelines relate to new buildings, building additions and adaptive re-use, and identify design elements that contribute to the cultural heritage and should be maintained or restored, including components that relate to windows, entranceways, facades, materials, colours, building articulation, fenestration and vernacular design and landscaping.

Other guidelines included in the HCD relate more specifically to development standards and use permissions for existing and new buildings and additions, and establish parameters for building height, yard setbacks, orientation and spacing of structures and buildings, use and size permissions, as well as streetscapes, parking layouts and design, vehicular access, and measures to support enhanced public spaces, the pedestrian realm and open space network.

- The HCD speaks strongly too, and supports the retention, conservation and enhancement of the area's natural and cultural heritage landscapes, features, attributes and amenities, and there are many. These include:

- maintaining the area's existing topography and gradients, and the backdrop of the area's residential neighbourhood to the fine grained character of the commercial core area, the harbour and the lake;
 - maintain and enhance waterfront access, and the static and kinetic views and vistas across the harbour and throughout the Plan area;
 - promote an accessible and connected open space network within and between the east and west side of the harbour and throughout the area, and supporting a fluid pedestrian realm and pedestrian public space opportunities, amenities and design;
 - supporting the preservation, restoration, education and prominence of the area's historic Welland Canals, and including the area's marine, nautical and industrial heritage character and use, archaeology, and setting;
 - preserving the area's natural features, and enhanced design measures for parkland and open space.
4. The HCD Plan policies and guidelines are intended to help inform those established in the SP, providing direction for use permissions, development standards, and design measures to support the retention, conservation and enhancement of the area's natural and cultural heritage.

The policies and guidelines in both Plans must be cohesive and in alignment if to be an effective tool in managing development, redevelopment, growth and change in the area.

Staff support the goals, objectives and guidelines of the HCD Plan, and in the opinion of staff, are comprehensively addressed and included within proposed SP policy. Many are also already reflected as key principles enshrined within the general policies of the City's Official Plan.

Notwithstanding, staff recommend certain modifications to the HCD Plan that was presented at the January 15, 2018, public meeting. The proposed modifications are primarily intended to better support alignment between the SP and HCD Plan, and to establish a more consistent planning framework in which to evaluate and manage growth and change in keeping with the overall goals and objectives of the City's Official Plan.

The proposed staff modifications to the HCD Plan are addressed in the 'modifications' section of this report below.

Modifications to the SP and HCD Plan

Staff supports the goals and objectives set out in both the SP and HCD Plan. Many of the policies and guidelines established in the two Plans reflect key principles already enshrined within the City's Official Plan, and in the opinion of staff, enable a land use planning framework that provides for growth and change in the area while maintaining and supporting the retention, conservation and enhancement of the area's natural and cultural heritage.

Notwithstanding, staff are recommending proposed modifications to the two Plans that were presented at the January 15, 2018 public meeting. The proposed modifications vary in scope, and are recommended primarily to enhance the consistency and alignment of the policies and guidelines in each of the Plans, as well as with the overall objectives and policy framework established in the general policies of the City's Official Plan. Certain modifications also propose additional policies not included in the draft SP. Staff have discussed the modifications with the consultants and the consultants concur with the recommended changes.

The proposed modifications are addressed below:

Modifications to the SP established through OPA 18

1. One of the striking differences between the draft SP and OPA 18 is the format and framework of the two documents. OPA 18 restructures the format of the SP to better group and assimilate policies within the established format and structure of the City's Official Plan.

Many of the policies included in the SP relate to certain locations (ie. Lock Street, or the west side of Lakeport Road, etc.) and land uses, and also to similar components such as building setbacks, height and use permissions. However, many of these policies are interspersed throughout the document and are not readily defined, clarified or organized within succinct categories. This can be problematic in the consistent interpretation and understanding of policies for Council, staff, the development industry and the general public. It also detracts from the ability of staff to respond to development and other inquiries in a timely and efficient manner in the day to day implementation of the Plan.

The format of OPA 18 establishes specific sections related to each land use designation, and the applicable use permissions and development standards for each designation are aligned together and grouped within each of these sections. Policies specifically related to design, parking and transportation are also aligned and grouped together.

In the opinion of staff, the framework and format established in OPA18 provides for a consistent, concise and categorized structure which sets out the policies of the SP in a user friendly, clear, efficient, coordinated and cohesive framework,

and in a format consistent with the policy structure established throughout the Official Plan.

2. There are approximately 145 policies established in the SP. Attached as [Appendix 7](#) is a matrix identifying each of these policies. The matrix gives each policy a tracking number, and identifies which section of OPA 18 the policy has been included, together with staff comment.

The matrix also identifies which SP policies have not been included in OPA 18, together with specific staff comment as to the reasons why the policy has not specifically been included. The reasons for not including the specific policy vary, and are primarily related to the following:

- the policy is addressed in or related to other policies established elsewhere in the SP, and has been condensed, combined and aligned into OPA 18 with other SP policy implementing the same measures;
 - the policy addresses building and landscape design measures that align with, and are more appropriately included in the HCD Plan guidelines;
 - the policy is already addressed and set out in the general policies of the City's Official Plan;
 - the policy relates more specifically to design measures, facilities and infrastructure that are not the specific purview of Official Plan policy, and relate to, and are more specifically and appropriately governed by other City plans and programs, such as the Parks Policy Plan and transit.
3. In addition to the above, staff recommend the following specific modifications to SP policy and which are included in OPA 18.
 - a. designation of the north half of Rennie Park from 'Natural Area' to 'Parkland and Open Space' in order to better reflect existing park uses and usage of the subject lands, including rowing facilities and special events. The lands are still included within the natural area extent line established within the Official Plan, and subject to the Natural Area policies of the Official Plan. The re-designation of the lands does not minimize the effect of existing Official Plan policies supporting protection of existing natural features and hazards.
 - b. The draft SP designates the Dalhousie House property (52 Lakeport Road) as 'Natural Area'. The property is currently designated 'Community Commercial' in the Official Plan. This is an inadvertent error in SP mapping, and there has not been any intent through the SP Study to re-designate the lands to 'Natural Area'. OPA 18 designates the lands to 'Community Commercial' in order to reflect the existing and intended use of the lands for 'Community Commercial' purposes.

In addition, the SP establishes a limited range of Community Commercial use permissions on the Dalhousie House property. This is consistent with the current use permissions for the site that were established by Official Plan Amendment 8 in October, 2015. At that time, staff recommended that the full range of Community Commercial uses be permitted on the property. OPA 18 proposes to increase the range of uses permitted on the site consistent with those permitted on other Community Commercial properties in the commercial core area. In the opinion of staff, the increased range of use permissions will serve to enhance the potential usability of the site, and will not detract from the conservation and retention of the existing building, and the cultural heritage attributes of the property.

- c. OPA 18 adds apartment dwelling units as an additional permitted dwelling type on the Low Density Residential lands north of Gertrude Street and west of Canal Street. This policy is not in the SP. This modification does not change the current Low Density Residential density or development standards permitted on the subject lands, but adds to the range and type of housing permissions, and greater opportunities for more accessible and affordable housing options immediately adjacent to the commercial core, and supporting a more vibrant core area.
- d. The lands north of Lock Street, and west of Hogan's Alley (16 Lock St.) is the only 1 location in the area that is designated to permit building height greater than 3 storeys. Subject to step back requirements for building height above 3 storeys from Lock Street, Main Street and the 'street with no name' adjacent to Lakeside Park, the SP sets a 6 storey height for this area. This is consistent with the guidelines established in the HCD.

Although the draft SP establishes a new set of use permissions and development standards for the subject lands, it also maintains the 2010 Ontario Municipal Board (OMB) order for 16 Lock Street, 12 Lakeport Road and adjacent properties as an alternative 'as of right' development permission. The OMB decision sets out very specific use and density permissions, and development standards including permission for 17 storeys in building height.

At the outset of the study process it was staff's expectation that the existing project-specific development permissions 16 Lock Street and 12 Lakeport Road would be carried forward and that the new plan would provide a framework for the evaluation of any alternatives. Through the study process and further consideration of this approach, staff have re-evaluated this initial expectation and agree that carrying forward these previous permissions is now not appropriate as they would permit a building form that is not consistent with the stated vision, guiding principles and objectives for the area identified in the study, particularly with respect to matters of heritage conservation and context-sensitive design.

The Secondary Plan as implemented by OPA 18, and the recommended Heritage Conservation District Plan are the appropriate processes through which to evaluate appropriate land use and building form permissions on these lands, and all lands within the study area.

OPA 18 maintains the new development permissions for the subject lands that are established in the SP, but does not include and carry forward the OMB decision as an alternative 'as of right' permission.

This is consistent with and in relation to the overall intent of the SP and HCD Plans to establish a City owned and initiated comprehensive, consistent and cohesive planning framework for the entire area based on the SP and HCD Plan review exercise. There are many instances where existing long standing development approvals, and which have not been initiated, have not been carried forward through a comprehensive review of Official Plan policy or Zoning By-law update.

Although the SP includes the OMB decision, the exclusion of the 'as of right' permission was a consideration recommended by the consultants through the study process in relation to the overall intent of the SP and HCD Plan studies to establish a consistent and comprehensive planning framework for the area.

- e. As an addition to SP policy, OPA18 establishes a cap on non-residential glfa on individual properties in the West Harbour Area. This additional provision is intended to strengthen SP policy to limit the scale of non-residential uses, prevent bigger box uses, support the primacy of upper floors of buildings for residential opportunities, and encourage a more interactive public environment at the ground level and active interface with the open space network.
- f. The SP supports expanded use permissions on the east side of the harbour that are not typically permitted in the parkland and open space designation, including artisans, tourist shops and restaurants. OPA18 further expands and define the range of uses permitted on the east side of the harbour, allowing for a greater diversity of use opportunities to support the usability of the area, including small scale retail and service commercial uses, including restaurants, places of assembly, community and cultural uses, and harbour marine uses. This is consistent with the SP and HCD Plan goals and objectives to support the increased viability, accessibility and use of the lands on the east side of the harbour.

The SP does not distinguish the range of harbor marine uses permitted on the east and west side of the harbor. Carrying forward existing Official Plan policy, OPA 18 permits the full range of harbor marine uses, including the yacht club, on the east side of the harbor, but restricts harbor marine uses

on the west side of the harbor to boat slips and related administrative offices, and does not allow the more industrial related harbor marine uses in this area such as boat storage, maintenance and repair. OPA 18 also includes a new comprehensive definition of marine harbor uses.

- g. Included in OPA 18 are provisions related to Preferred or Beneficial Zoning, or what is more commonly referred to as 'bonussing'. Subject to Section 37 of the Planning Act, municipalities may support an increase in the density and/or height permissions established in Official Plan policies in exchange for the provision of community benefits.

Part F, Section 16.8 of the City's Official Plan already contains policy enabling the municipality to use Preferred and Beneficial Zoning in accordance with the Planning Act. Preferred or Beneficial Zoning must be established by specific by-law adopted by Council, and in which sets out the specific parameters for increased density or height, the specific community benefits that may be provided, and the value of the increase in density and/or height permissions in relation to and translated into the community benefit to be provided.

Part F, Section 16.8 of the Official Plan identifies a range of community benefits that may be may be provided through Preferred or Beneficial Zoning, including: provision of public access, pedestrian and vehicular, to public facilities and sites; protection and/or enhancement of natural areas, features and functions; affordable housing for low and moderate income groups, or special needs groups; provision of public parking; underground or structured parking, transit facilities and amenities; conservation, protection or preservation of structures and sites of cultural heritage value or interest; provision of community and open space facilities; parkland beyond the minimum requirements; active transportation routes and public space, and connections to external active transportation routes and trail systems, sustainable, energy efficient building and site design; LEED certification or equivalent; and, provision of public art.

Other community benefits more specific to the Commercial Core and Harbour Area may include, but not limited to, the retention of the former jail in its current location with an open space setting; enhanced parkland facilities; increased street furniture; improved signage and lighting; an enhanced tree canopy and landscaping; provision of a new pedestrian connection between the west and east side of the harbour; restoration of the former historic Welland canals; improvement of the piers; and enhancement of the lighthouses.

The Preferred or Beneficial Zoning provisions included in OPA 18 in fact refine and better define the general policy established in the Official Plan, and ties the provision very specifically to the goals and objectives of the HCD Plan. It provides for the consideration of an increase in building height

permissions in exchange for community benefits, subject to a Council approved by-law, and only where such increase in height, and the community benefit provided, supports the goals, objectives and guidelines established in the HCD Plan.

It should be noted that many discussions have occurred at the City's Budget Committee and Council whereupon Councilors have stressed that it is essential that the City needs to tap other possibilities of revenue generation that will benefit the City in terms of asset improvements other than simply raising the general tax levy. This is exactly why provisions contained in Section 37 of the Planning Act exist. Obtaining community benefits in exchange for slight height increases must still be judged against the policies contained in the Heritage Conservation Plan, Secondary Plan and the Official Plan as a whole. This tool offers a method of obtaining certain community benefits that otherwise may not be able to be afforded in either the short or long term, given all of the competing interests that face the City on a continual basis.

Although the draft SP does not include the policy for Preferred or Beneficial Zoning as set out above, the use of Section 37 provisions to support the provision of community benefits was also a consideration recommended by the consultants in the study process.

Modifications to the HCD Plan

Staff recommend certain modifications to the HCD Plan presented at the January 15, 2018 public meeting. The modifications are primarily intended to better support alignment with the policies of the SP, and to provide a more consistent planning framework in which to evaluate and manage growth and change in keeping with the overall goals and objectives of the City's Official Plan. The modifications are set out in [Appendix 8](#) and addressed as follows:

The modifications relate primarily to the strength of wording and the prescriptive nature of certain guidelines established in the HCD Plan. Certain guidelines established in the HCD Plan reflect 'absolute' thresholds. Examples of this include policies for new building and additions that 'cannot exceed' height guidelines established in the HCD Plan, or where building additions 'shall be invisible from' certain locations on the street and other vantage points.

Pursuant to Provincial legislation, the municipality cannot pass any by-law, including Official Plan policy and zoning regulations, that is contrary to the HCD Plan. A proposed revision to an existing heritage policy or guideline effectively requires the adoption of an amendment to the HCD Plan. In effect, even minor development proposals contemplating a revision or variance to a threshold established in the HCD Plan may generate the need to undertake a process to establish a new HCD Plan to consider such change. As reflected in the current SP/HCD study process, implementing

a new HCD Plan can be a long and arduous process. Without a process to amend an existing HCD Plan, greater flexibility in design guidance is needed to support existing mechanisms to evaluate proposed changes.

Official Plan policies are descriptive in nature, establish parameters for development, and guidelines and criteria to evaluate proposed changes. Pursuant to Provincial legislation, the municipality has mechanisms in place to consider and evaluate applications to change, including minor variances as well as official plan and zoning by-law amendments. All applications for development and redevelopment in a Heritage District are also subject to evaluation through the heritage permit approval process.

Staff recommend modifications to proposed HCD Plan policies and guidelines to replace 'absolute' thresholds in support of the mechanisms already in place to consider new development and redevelopment. In many cases, this would be reflected by a change in wording to remove terms such as 'must', 'shall' and 'cannot exceed' in favour of terms such as 'should' which supports compliance with established standards unless it can be demonstrated that the proposed change is appropriate in keeping with the guidelines established to evaluate development and redevelopment.

The reasoning behind this modification is also in keeping with the Cultural Heritage Landscape-District Typology found in the HCD. Essentially it recognizes that the "Port Dalhousie Commercial Core and Harbour Area is a cultural heritage landscape as defined in the Provincial Policy Statement (2014) 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 HCD goes on to explain that 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 processes of evolution is ongoing. The physical form and attributes of such sub-districts exhibit the process of past development and maintain a continuum with the past to meet the needs of the present (and future) community. THE HCD describes the Port Dalhousie Commercial Core and Harbour Area as an "evolved" dynamic (evolving) district "that contains traces of three routes of the Welland Canal", including some associated aspects of the operation and related activities. The HCD states that "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."

The policies and guidelines of the SP and HCD Plan, and the mechanisms to evaluate change, must be consistent and align with each other, and must be read in conjunction with each other, if to be an effective tool in appropriately managing existing and future development and redevelopment, and in a manner that supports the preservation, conservation and enhancement of the areas cultural and natural heritage. With the proposed modifications to the HCD Plan, it is the opinion of staff that the Plans provide

a consistent and cohesive framework to appropriately guide and manage change in the area.

Public Consultation

There has been extensive public consultation as part of the study process, including public workshops and meetings with key stakeholder groups.

The public workshops hosted by the consulting team and city staff, as well as the outcomes of additional consultation with the City's heritage committees and Port Dalhousie Business Improvement Association are summarized in the Information Report ([Appendix 12](#)). Staff originally planned three community workshop sessions, but added a fourth workshop and additional meetings with stakeholder groups in order to obtain additional feedback, to further explore policy options and to clarify a preferred approach for the creation of the Plan's policies.

Following release of the draft Secondary Plan and Heritage Conservation District Plan documents for public review, the statutory Public Meeting was held on January 15, 2015 before Council. At the Public Meeting, the consulting team provided Council with an overview of the study process and their recommendations, which was followed by six speakers from the community. The speakers were generally supportive of the secondary plan and heritage plan endeavor and overall vision, but some expressed concerns with respect to traffic and infrastructure capacity, parking, proposed building heights, and the study process and timing. These themes are discussed further in Appendix 10 and have been considered in the preparation of the final recommendation. Council received the staff information report and adjourned the Public Meeting.

Council later requested that the consultant's initial Draft Preferred Land Use Report that was submitted to staff for review in November of 2016 be included as an appendix to this Recommendation Report in order to provide additional insight into the study process that gave rise to the final recommendations. This document is attached as [Appendix 13](#) (or available upon request).

In addition to the feedback received at the workshops and public meeting, staff have also received correspondence from several members of the community, land owners and stakeholder groups in response to the study, including the Port Dalhousie Business Association, the Port Dalhousie Conservancy, and the Dalhousie Yacht Club. Copies of this correspondence are attached as [Appendix 11](#) (or available upon request) and addressed below.

The most frequently cited matters of concern from commenters related to the application of specific height limits within the study area, concerns about traffic and infrastructure capacity, concerns about parking availability, and concerns about the study process and timing of specific development applications. While there was overall support for the study exercise, opinions and priorities were varied in terms of how best to balance heritage conservation objectives with growth and economic development opportunities. Some commenters suggested that that building heights should be

reduced and heritage protections strengthened, while others suggested that building height should be increased and that the heritage protections are too stringent. Staff are of the opinion that the recommendations put forth in this report reflect an appropriate balance of interests and provides a framework for development that centered on heritage conservation objectives. A summary table is included as Appendix '10' to this report which provides additional detail on the specific themes identified through community and stakeholder consultation, with corresponding staff responses to the concerns.

Findings of Infrastructure Assessment

Transportation and Environmental Services staff, in consultation with Niagara Region staff, have undertaken a review of infrastructure capacity in Port Dalhousie, including water, sewer and road capacity. Detailed findings are outlined in the memo that is attached as Appendix 9 to the report. The infrastructure review identifies that there is sufficient existing infrastructure capacity to accommodate the additional growth within the study area that is contemplated by the secondary plan.

Provincial Plan Conformity

Pursuant to Provincial legislation, the City's Official Plan must be consistent with the Provincial Policy Statement (PPS), and be consistent and not conflict with Provincial Land Use Plans including the Growth Plan for the Greater Golden Horseshoe - Places to Grow. The PPS provides policy direction and the foundation for matters of Provincial interest. The local Official Plan, including any Secondary Plans must be consistent with the upper tier government (Region of Niagara) Official Plan, which in turn must also be consistent with the PPS and the Provincial land use plans.

It should be noted that St. Catharines is governed by three Provincial land use plans: the Greenbelt Plan (GB Plan), the Niagara Escarpment Plan (NEP) and the Growth Plan for the greater Golden Horseshoe - Places to Grow (P2G).

The P2G governs the urban area of the City and is most specific to the Port Dalhousie Commercial Core and Harbour Area.

The Region of Niagara is currently undertaking a comprehensive review (MCR) of their Official Plan to bring it into conformity with the PPS and the Provincial land use plans. Once completed, local area municipalities will be required to update their Official Plans accordingly.

The City's Official Plan was formally adopted in 2012. Since then, the Province has updated the PPS in 2014, and the GB Plan, NEP and P2G in 2017. The City's Official Plan will need to be updated once the Region of Niagara completes its MCR and new Official Plan. Notwithstanding, it is staff's opinion that the City's current Official Plan is consistent with, conforms with, and does not conflict with the PPS or Provincial Plans.

Additionally, it is the opinion of staff that the proposed Secondary Plan and Heritage Conservation District Plan for the Port Dalhousie Commercial Core and Harbour Area

have been prepared in relation too, and consistent with the land use planning framework and policies of the City Official Plan and, is consistent with, conforms with, and does not conflict with the PPS and Provincial land use plans.

The study area is within a settlement area under the 2014 PPS and within the Built-Up Area for St. Catharines as delineated by the Growth Plan. Both Provincial Plans contain policies that direct growth and development to settlement areas, encourage the development of complete communities, support intensification, and require the provision of an appropriate range of housing types and densities to meet the social, health and well-being requirements of current and future residents.

In accordance with section 3 of the Planning Act, a decision of Council of a municipality “shall be consistent with” the PPS which stresses that the City plan “efficient land use and development patterns.” Cost effective development patterns and design standards are promoted. The PPS requires that municipalities “ensure that necessary infrastructure is available to meet current and project needs.”

Similarly, guiding principles with the Growth Plan stress compact and well-designed development which prioritizes intensification. The Plan supports the achievement of complete communities that “ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.” It includes policies to ensure a range and mix of housing options including available affordable housing.

The following provides an overview of the PPS and P2G policies as it applies more specifically to the City’s urban area and the Port Dalhousie Commercial Core and Harbour Area.

1. Key interests and elements of the PPS and P2G more specifically oriented to the development of the Secondary Plan and Heritage District Plan for the Port Dalhousie Commercial Core and Harbour Area are as follows.
 - promote the wise use and management of land use change;
 - promote compact built form and transit supportive development, a diversity and mix of uses and opportunities, and the efficient use of land, infrastructure and service capacities to support development, redevelopment and growth;
 - establish a land use plan and pattern that supports financial sustainability and cost effective development and provision of services;
 - provide for a range of uses and opportunities through development, redevelopment, intensification and adaptive reuse to accommodate projected growth and longer term need;
 - accommodate an appropriate range and mix of housing opportunities, as well as employment, recreation, institutional, and active and passive recreation;
 - support an accessible, connected and complete community;

- establish appropriate development standards to promote/facilitate intensification, redevelopment and compact built form
 - foster safe, interactive, active transportation and connected communities
 - support a full range of equitable, publically accessible built and natural settings for recreation including facilities, parkland, public spaces, trails, landscapes, linkages, and water based resources;
 - public access to the waterfront;
 - viability for long term development and community investment;
 - maintain, enhance vitality of main streets, and conservation of neighbourhoods;
 - encourage sense of place by promoting well designed built form and cultural planning to conserve features that help define the character, built heritage resources and cultural heritage landscapes of the area;
 - support opportunities for sustainable tourism;
 - adapt to climate change through compact and nodal development;
 - protect and preserve natural heritage features and hazards, landform systems and functions;
 - conserve, promote cultural heritage to support social, economic and cultural well-being;
 - promote high quality built form, attractive/vibrant public realm through site design and urban design standards;
 - mitigate/adapt to climate change impacts;
 - engage in a public process, and work with stakeholders in development of Official Plan policies/strategies for identification, wise use and management of cultural heritage resources;
 - support complete communities;
 - support multi modal transportation, including active transportation and transit.
2. Provincial interests, policies and the land use planning framework inherent in the PPS and the P2G are entrenched within the City's Official Plan, and also within the Secondary Plan and the Heritage Conservation District Plan for the Port Dalhousie Commercial Core and Harbour Area.

Key components of the Official Plan, and which are supported and advanced in the Secondary Plan and Heritage Conservation District Plan are set out below. These components speak to the promotion of sustainability, and sustainable development; and:

- establish a land use plan that supports the achievement of provincial, and regionally allocated, population and employment growth targets, and density.
- support a diversity and mix of housing opportunities through conservative infill within established neighbourhoods and transit supportive development and intensification at nodes and along corridors;

- enhance opportunities for more compact and mixed use development;
- support and maintains opportunities for employment, accessible public service facilities, passive and active recreation uses and institutional facilities for all interests;
- promote the maintenance and enhancement of soft/hard service, land and cost efficiencies;
- promote multi modal and active transportation, complete streets, greening of the built environment and an enhanced urban tree canopy;
- support accommodation for health and safety;
- promote accessibility and barrier free development;
- provide for context sensitive building, site, streetscape, neighbourhood and community urban design standards that promote and facilitate a balance and accessibility between the old and the new, the built and natural environments, and within and between all neighbourhoods;
- support conservation and enhancement of the City's cultural heritage built form and landscapes;
- maintain and support protection of natural heritage features, lands and functions;
- support and enhance a sense of place, character, and the promotion of complete community through a connected, more interactive, integrated and mixed use environment.
- facilitate and promote interactive and engaged public processes.
- embrace a balanced consideration of all interests to support and achieve a connected built and natural environment, and long term opportunities for sustainable growth and evolution.

Niagara Region is the approval authority for local Official Plans and amendments to those plans, including Secondary Plans. Niagara Region planning and engineering staff have worked collaboratively with City staff through the Secondary Plan study process.

Local municipal Official Policy amendments may be exempt from Regional approval where the local Plan is in conformity with the Regional Official Plan, where they are of local significance and no Regional interest is adversely affected. Regional staff have advised that the Secondary Plan meets the criteria and will be exempt from Regional approval.

Financial Implications

No direct financial impacts to the City are triggered by approval of these policy documents at this time. If approved, the Official Plan Amendment would furnish the groundwork for planned change that will provide additional tax revenue potential. Future changes in parking operations may also have a financial impact such as revenue from paid parking and enforcement should council wish to pursue these considerations. Public realm and parking improvements envisioned in the Secondary Plan may also have a financial impact and would be subject to further council approval.

Relationship to Strategic Plan

The Commercial Core and Harbour Area studies tie into several aspects of the City's Strategic Plan. These related goals and actions are listed below.

Economic Sustainability

- Action: Prioritize redevelopment initiatives consistent with provincial planning legislation and the City's Official Plan to intensify mixed-use residential developments and ultimately enhance the property tax base and support job creation.
- Action: Focus on the redevelopment of the commercial core of Port Dalhousie, the General Motors and Hotel Dieu sites on Ontario Street, and the former General Hospital site on Queenston Street, setting target dates for redevelopment for each project with quarterly updates to Council.

Social Sustainability

- Goal: Strive for the highest quality of life for all citizens.
- Goal: Connect people, places and neighbourhoods

Cultural Sustainability

- Goal: Embrace our diversity and celebrate our heritage and history
- Goal: Support cultural festivals and events that build civic pride, encourage local engagement and attract people to the community.

Conclusion

In summary, this report presents and explains staff's recommendations related to the Port Dalhousie Commercial Core and Harbour Area Secondary Plan and Heritage Conservation District Plan studies. The recommended Secondary Plan and Heritage Conservation District Plan provides a policy framework for growth and change that will conserve and enhance Port Dalhousie's significant heritage attributes. The Secondary Plan and the Heritage Conservation District Plan were prepared in tandem and must work together and complement one another.

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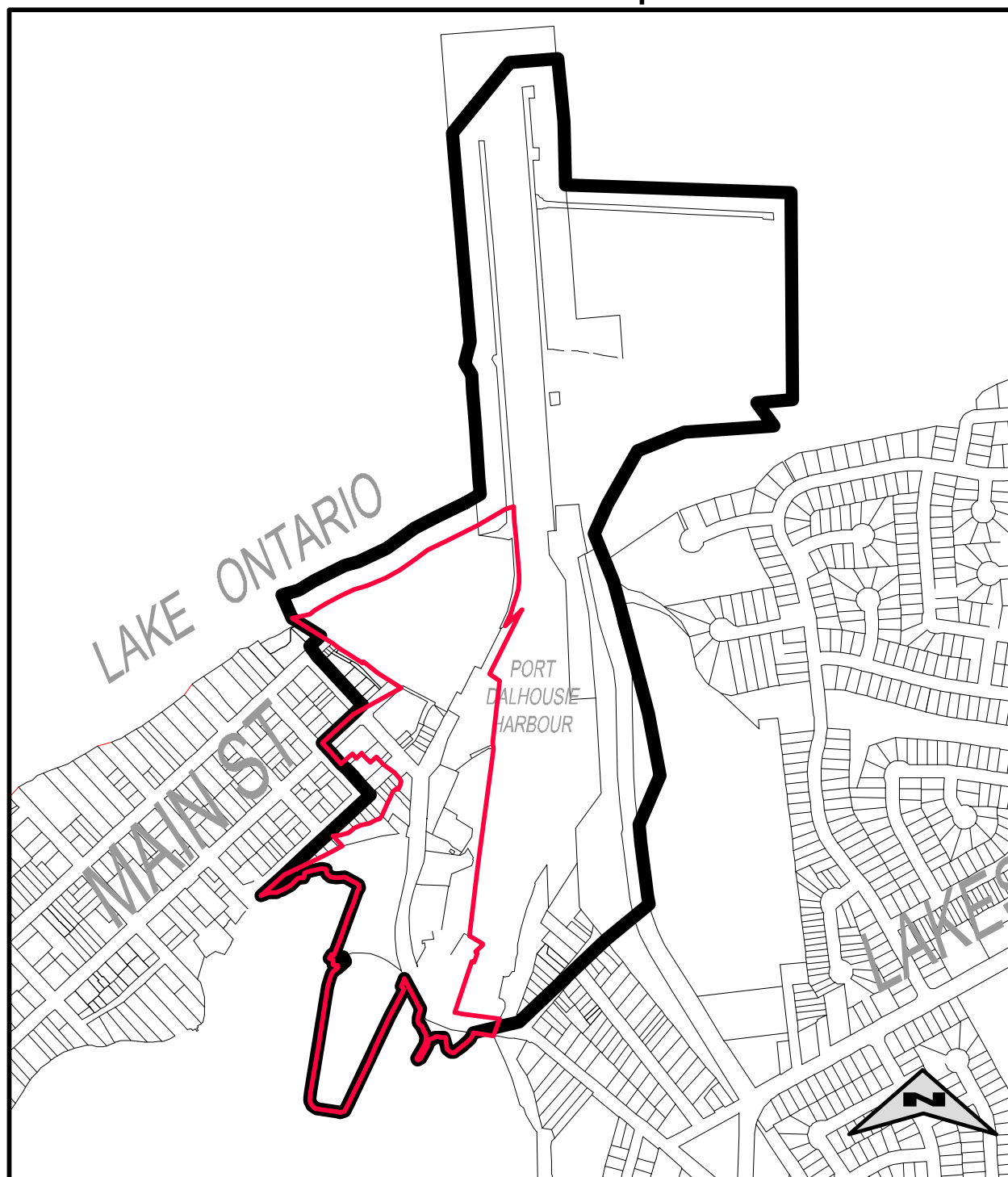
Approved by:


James N. Riddell, M.PL., MCIP, RPP
Director of Planning and Building Services

Appendices

1	Location Map
2	Proposed Official Plan Amendment No. 18
3	Port Dalhousie Commercial Core and Harbour Area Secondary Plan (Draft presented at January 15, 2018 Public Meeting)
4	Proposed Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan, dated March 27, 2018
5	Land Use Plan for Commercial Core and Harbour Area (Official Plan Amendment 18)
6	Height Map for Commercial Core and Harbour Area (Official Plan Amendment 18)
7	Staff Recommended Modifications to the Secondary Plan presented at January 15, 2018 Public Meeting
8	Staff Recommended Modifications to the Heritage Conservation District Plan presented at January 15, 2018 Public Meeting
9	Report on Infrastructure Capacity
10	Summary of Community and Stakeholder Correspondence
11	Community and Stakeholder Correspondence
12	Information Report (December 29, 2017) presented at January 15, 2018 Public Meeting.
13	Port Dalhousie Secondary Plan and Heritage Conservation District Update Studies Preferred Land Use Report – Draft (dated October, 2016/received by staff November, 2016)

Location Map



 Port Dalhousie Commercial Core & Harbour Area Secondary Plan

 Port Dalhousie Commercial Core & Harbour Heritage District

BY-LAW NO. 2018-

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

1. The attached text forming Amendment No. 18 to the Garden City Plan (City of St. Catharines Official Plan) is hereby adopted.
2. This By-law shall come into force and effect on the day after the last day for filing notice of appeal or as otherwise provided for in the Planning Act.

Read a third time and passed this th day of April 2018.

MAYOR

Amendment No. 18 to the Garden City Plan
(City of St. Catharines Official Plan)

This Amendment No. 18 to the Garden City Plan (City of St. Catharines Official Plan), which has been adopted by the Council of the Corporation of the City of St. Catharines, is approved under Section 17 of the Planning Act.

DRAFT

PART A – THE PREAMBLE	An explanation of the amendment but does not constitute part of the amendment.
PART B- THE AMENDMENT	Consisting of the following text and schedules which constitutes Amendment No. 18 to the Garden City Plan (City of St. Catharines Official Plan).
PART C- THE APENDICIES	Do not constitute part of this Amendment. These Appendices contain background data, planning considerations and public involvement associated with the amendment.

DRAFT

PART A – THE PREAMBLE

This amendment to the Official Plan incorporates and implements within the Official Plan the Port Dalhousie Commercial Core and Harbour Area Secondary Plan Study

The Secondary Plan Study was prepared in collaboration and in parallel with the preparation of a new Heritage Conservation District Plan for the Port Dalhousie Commercial Core and Harbour Area.

The Secondary Plan amends existing Official Plan policy to establish a more refined and defined planning framework to guide and manage appropriate development, redevelopment, growth and change within the subject area located in the northwest quadrant of the City's North District planning area.

The planning framework sets out the land use plan and policies for the area, and the vision, objectives and guiding principles from which the Plan was derived.

This Amendment incorporates the Secondary Plan within Part E, Section 15.1 North District of the Official Plan, and is set out in Item 12 of this Amendment. The Amendment also includes certain technical modifications to existing Official Plan policy to better align and incorporate the Secondary Plan within. These modifications are set out in Items 1 to 11, 13 and 14 of the Amendment.

PART B – THE AMENDMENT

Details of Official Plan Amendment No. 18

The Garden City Plan (City of St. Catharines Official Plan) is hereby amended as follows:

1. Part B, Section 2.3.1.5 is amended as follows:

- to add 'E1-1 A,B,C (Port Dalhousie Commercial Core and Harbour Area Secondary Plan - PDSP) to the list of schedules for the North District;
- to add the words 'and policies' after the word 'designations' in the first bullet point;
- to add the words 'land use designations and/or' after the word 'special' in the second bullet point.

2. Part C, Section 3.2 is amended as follows:

- by adding to section 1 the word 'Municipal' after 'St.Catharines';
- by adding a new section 1 titled '1. Individual Designation ' and renumbering existing sections 1, 2 and 3 to subsections i), ii) and iii);
- by revising existing section 4. to read as a new section '2. Heritage Conservation Districts' and numbering the first and second paragraphs to subsections i) and ii) respectively; and,

in subsection i) adding the word 'Municipal' before the words 'Heritage Committee'; and

including in subsection ii) the 'Port Dalhousie Commercial Core and Harbour Area District' as the City's fifth Heritage District.
- re-numbering section 5. to subsection iii) under new section 2. Heritage Conservation Districts, and replacing the word 'will' with 'may'; and,

revising re-numbered subsection iii), paragraph d) by replacing the words 'for each district a district committee' with the words 'a Municipal Heritage Committee'; and

deleting in it's entirety from re-numbered subsection iii) the words 'e) be guided by the requirements of the Ontario Heritage Act.'
- by re-numbering sections 6, 7 and 8 to subsections iv), v) and vi) under section 2. 'Heritage Conservation Districts'; and

in subsection v) replacing the words 'district committee' with 'Municipal Heritage Committee'.
- by adding to section 2 'Heritage Conservation Districts' a new subsection vii), as follows:

“ vii) Where a Heritage Conservation District Plan is in effect,

the municipality shall not carry out any public work in the District that is contrary to the objectives set out in the Plan; or pass a by-law for any purpose that is contrary to the objectives set out in the Plan.

In the event of a conflict between a Heritage Conservation District Plan and a municipal by-law that affects the designated District, the Heritage Conservation District Plan prevails to the extent of the conflict, but in all other respects the by-law remains in full force.”

3. Part C, Schedule B ‘Heritage Districts’ is amended by adding to the schedule the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District, and revising the boundaries of the existing Port Dalhousie Heritage District accordingly.
4. Part C, Section 4 Urban Design, last paragraph, is amended as follows:
 - by adding the words ‘,or other Design Guidelines approved through Special Study or Secondary Plans,’ after the word ‘Guidelines’;
 - by adding the word ‘more’ before the words ‘specific design’;
 - by adding the word ‘direction’ after the words ‘details and’;
 - by deleting the word ‘requirements’.
5. Part C, Section 5.2. is amended by adding a new subsection 7., as follows:

“ 7. That the road alignments as shown on Schedule C ‘Transportation Network’ and other Schedules of this Plan may be subject to minor modification or realignment without amendment to the Plan schedules.”
6. Part D, Section 7.3 Urban Design Guidelines is amended, as follows:
 - by adding the words ‘,and may include Guidelines approved through Special Study or Secondary Plans, that set’ after the word ‘Guidelines’;
 - by deleting the words ‘setting’ and ‘requirements’;
 - by adding the word ‘direction’ after the words ‘details and’.
7. Part D, Schedule D1 ‘General Land Use Plan’ is amended by revising applicable land use designations on the schedule to match those land use designations established on Schedule E1-1 A (Land Use Plan) of the PDSP.
8. Part E, Section 15 District Plans is amended as follows:
 - by revising the first bullet point by adding the words ‘and policies’ after the word ‘designations’, and deleting the words ‘Land Use Policies’;
 - by revising the second bullet point to add the words “land use designations and/or’ after the words ‘or special’, and

and adding the words ‘and those established through approved Secondary Plans’.

- by adding to the list of schedules for the North District Plan the following:

‘E1-1 A, B,C (Port Dalhousie Commercial Core and Harbour Area Secondary Plan- PDSP)’

9. Part E, Schedule E District Planning Areas – Index is amended by adding the boundaries of the PDSP Area on the schedule and labelling the Area ‘E1-1 A ,B,C’ and amending the legend to add ‘E1-1 A,B,C to the schedules for the North District.
10. Part E, Section 15.1 North District, Section 1(Schedule E1) is amended by deleting subsections b), c) and e) and revising subsection j) to delete the words ‘and 60 Lakeport Road’; and

re-numbering subsection d) to b), and subsections f) through k) to c) through h).
11. Part E, Schedule E1 is amended by deleting from the schedule the entire PDSP Area and related land use designations.
12. Part E, Section 15.1 North District is amended by adding a new subsection 1-1(15.1.1-1), as follows:

“ 1-1. Port Dalhousie Commercial Core and Harbour Area Secondary Plan (PDSP)

- **Schedule E1-1 A** (Land Use Plan)
- **Schedule E1-1 B** (Building Height)
- **Schedule E1-1 C** (Views/Vista’s)

1. Background

- a) On April 9, 2018 Council adopted Official Plan Amendment No. 18 to establish and incorporate within the Official Plan the Port Dalhousie Commercial Core and Harbour Area Secondary Plan (PDSP). The PDSP establishes a land use plan, policies, and implementation framework to guide the development and redevelopment of lands within the Plan Area which is set out as follows:

i) PDSP Area

The PDSP Area is set out on Schedule E1-1 A, B and C. The Area is located in the northwest quadrant of the City’s North District Plan, and comprises what is known municipally as the Port Dalhousie Commercial Core, and lands in the immediate vicinity which includes a small pocket of residential lands, and open space and parkland including Lakeside Park. The Area also includes lands on the west (West Harbour Area) and east side of Port Dalhousie Harbour, extending from Lake Ontario south to Lakeport Road and Rennie Park.

The PDSP is the result of, and implements, the Port Dalhousie Commercial Core and Harbour Area Secondary Plan Study (December, 2017). The Study provides the background, land use vision, objectives, policies and implementation strategy which form the basis for the Secondary Plan (PDSP) adopted by Official Plan Amendment 18, and as set out below.

The Study itself is not included in the Official Plan but is a companion document and is readily available from the municipality.

- b) Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (Port Heritage Conservation District Plan - PHCDP)

The Secondary Plan (PDSP) was prepared concurrently and cohesively with the preparation of the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (PHCDP).

The PHCDP sets out the objectives and principles for the conservation, protection and enhancement of the areas cultural heritage resources, character, value and interest, and within this context, sets out guidelines and policies to appropriately manage development, redevelopment and change within the area.

- i) PHCDP Area

The PHCDP Area is set out on Schedule B of the Official Plan. The area of the PHCDP is smaller than the boundaries of the PDSP, excluding the lands on the east side of Port Dalhousie Harbour. However, the guidelines and policies established in the PHCDP have influence on the entire PDSP area.

The PHCDP itself is not included in the Official Plan but is a companion document to the Official Plan and the PDSP, must be read in conjunction therewith, and is readily available from the municipality.

- c) Implementation Framework

The intent of both the Secondary Plan and the Heritage District Plan is to work cohesively to appropriately manage change in a manner to support, maintain and enhance the natural and cultural heritage character and attributes in the Area.

- i) The PDSP provides a more defined and refined land use planning framework and policies for the subject area than those established in the general policies of the Official Plan. Notwithstanding, in many cases the general policies of the Official Plan augment those contained in the PDSP.

Except as otherwise provided in the PDSP, in the case of a conflict between the policies of the PDSP and other policies contained within the Official Plan, the policies of the PDSP prevail.

- ii) The PHCDP is an accompanying and companion document to the PDSP, and must be read in conjunction therewith. It provides guidance and direction for which the land use policies of the PDSP were established, and how development and redevelopment opportunities are to be evaluated.

- a) Pursuant to the Ontario Heritage Act, a municipality shall not carry out any public work in the District that is contrary to the objectives set

out in the PHCDP; or pass a by-law for any purpose that is contrary to the objectives set out in the PHCDP.

- b) In the event of a conflict between the PHCDP and a municipal by-law that affects the District, the PHCDP prevails to the extent of the conflict, but in all other respects the by-law remains in full force.

2. Vision, Guiding Principles, Objectives

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 Plan has been prepared in conjunction and coordination with the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan. The Secondary Plan has been created to provide greater guidance with respect to land use, built form, urban design, the public realm and open space network, cultural and natural heritage, transportation and parking matters.

a) Vision

The Port Dalhousie Commercial Core and Harbour Area (CCHA) is part of a distinct lakeside village community with:

- a diversity of uses,
- vibrant retail, service and tourist businesses,
- residential uses in low to mid rise buildings,
- a meaningful public realm,
- significant views of water, open space and historic landmarks,
- conserved and enhanced heritage buildings and landscapes,
- multiple opportunities for waterfront access and public recreation,
- an accessible, connected pedestrian and bicycling network, and
- high quality design that is contextually sensitive.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth that strengthens the vitality of the area and the preservation of the natural and cultural heritage resources that make Port Dalhousie unique.

b) Guiding Principles

- i) Connect with the waterfront

The waterfront is the functional and aesthetic heart of the community and multiple opportunities for physical access, visual connections and panoramic vistas will be encouraged throughout the Commercial Core and Harbour Area.

- ii) Protect and enhance the character

The heritage resources, mainstreet commercial, industrial era buildings, functioning harbor, Welland Canal remnants, founding landscape, waterfront location and recreational opportunities establish a unique character that will be respected and enriched as redevelopment occurs.

iii) Improve connections to the lake and harbour's edge

Public access to all open space areas and the water's edge will be maximized. A connected public realm with enhanced sidewalks, trails and pedestrian/cycling opportunities will improve access to the water.

iv) Create a place for business

An increased number and range of retail, service and tourism businesses serving the community and visitors will be encouraged in order to improve the draw of the area and enhance the vibrancy and viability of the commercial core.

v) Conserve our heritage

The original three locations of the Welland Canal and associated development of the harbor were important to the original development of the City, helped to form the heritage landscapes in the Commercial Core and Harbour area, and are an integral part of the community's identity and character. The heritage attributes, including cultural heritage landscape features will be protected and enhanced.

vi) Celebrate what we have

Festivals, events and programs will be encouraged to take advantage of the area's location, attributes and facilities and to promote the area's industrial and nautical history.

vii) Make it easy to move around

All streets, walkways and trails will be safe, secure and accessible. Active transportation and public transit usage will be promoted to improve access, increase sustainability and reduce demands on parking facilities.

viii) Enhance and enliven the open space and harbour areas.

Enhanced facilities within existing parks and open space areas, improved landscaping within the harbour area and animated building edges will be encouraged in order to improve user experiences and support four season activity and comfort.

ix) Instill design excellence

New buildings, landscapes, streetscapes and open spaces will strive for design excellence and will respect and complement the heritage and architecture of the community.

c) Objectives

The following objectives are established in support of the vision and principles:

- i) Adopt a new Heritage Conservation District Plan for the Commercial Core and Harbour Area to provide greater protection and guidance regarding conservation of the heritage attributes and

cultural landscape resources.

- ii) Promote and facilitate public access to the lake, harbour, Martindale Pond and open space areas, and re-establish access to the piers to continue to draw residents and tourists to the water's edge.
- iii) Maintain boat ramp and docking opportunities to retain the marina function of harbour area.
- iv) Enhance the eastern side of the harbour by increasing the range of permitted uses and making it more engaging and physically attractive.
- v) Maintain views and vistas to the lake, harbour and pond and to various built landmarks including the lighthouses, former Welland Canal remnants, former industrial buildings and the historic streetscapes.
- vi) Ensure that all development is of a form and design that responds to its immediate context and strengthens the broader architectural character of the area.
- vii) Promote design excellence that is attractive, durable, sustainable, functional, accessible, and economically viable.
- viii) Improve the vitality of the commercial core by supporting existing business, encouraging new appropriately scaled neighbourhood, specialty and tourist related uses and supporting the redevelopment of vacant lots or buildings that do not contribute to the heritage character in a manner that fits with the existing physical attributes of the community.
- ix) Enhance the regional tourism role of the area by encouraging new community, hospitality, and cultural uses and activities at an appropriate scale.
- x) 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 including updates to make the area more accessible.
- xi) Support a connected public realm and provide an inviting network of public and semi-private sidewalks, trails, paths and promenades to allow seamless and accessible connectivity between the commercial and harbour uses and the open space and recreational opportunities along the water.
- xii) Enhance user experiences and facilities at the existing parks and provide improved wayfinding and heritage signage.
- xiii) Maintain and enhance the health of the natural environment.
- xiv) 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.
- xv) Improve connectivity between the east and west sides of the harbour area.

xvi) Mitigate to the extent possible, the impact of the commercial areas on adjacent residential areas.

xvii) Encourage and support year round vitality by accommodating low and mid-rise mixed use buildings offering a commercial, employment and housing options.

3. Land Use Plan (Schedule E1-1 A)

The Land Use Plan for the PDSP Area is set out on Schedule E1-1A, and includes the following land use designations:

- Low Density Residential
- Medium Density Residential
- Community Commercial
- Parkland and Open Space
- Natural Areas

The subject policies that apply to the land use designations are set out below.

3.1 Low Density Residential

Lands designated Low Density Residential are generally located to the south and west of the Commercial Core in the PDSP area, and east of the Harbour. These residential areas are located at a higher elevation and are visible from the lake and harbour area, and provide an important backdrop to these areas.

The intent of the PDSP is to encourage the retention and restoration of existing housing stock. New development should be at a scale, height, form and density to complement existing housing stock, views, streetscapes and neighbourhood pattern while recognizing contemporary design standards,

i) Permitted Uses

The Low Density Residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex and townhouse dwellings at a density range generally between 20 and 32 units per hectare of land.

Apartment dwellings are also a permitted housing type on the lands north of Gertrude Street and west of Canal Street at a density range generally between 20 and 32 units per hectare of land.

ii) Building Height is set out on Schedule E1-1 B and is as follows:

- West and east of the Harbour, buildings should not exceed 9 metres in height.
- The difference in elevation between the lake and harbor and the existing residential areas is a discernible landform, an important component of the historical landscape of the area, and should be maintained.. Building down the slope towards Lake Ontario by more than 1 storey in height is discouraged

3.2 Medium Density Residential

i) Permitted Uses

The Medium Density Residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density range generally between 25 and 99 units per hectare of land.

ii) Building Height is set out on Schedule E1-1 B and is as follows:

- buildings should not exceed 9 metres in height.
- The difference in elevation between the lake and harbor and the existing residential areas is a discernible landform, an important component of the historical landscape of the area, and should be maintained.. Building down the slope towards Lake Ontario by more than 1 storey in height is discouraged

3.3 Community Commercial

The Community Commercial designation provides for a variety of uses that are intended to support neighbourhood, community and regional based uses and facilities that contribute to and enhance the vibrancy, year round activity, tourism, and economic vitality of the area.

- i) The Community Commercial designation within the traditional Commercial Core area of Port Dalhousie, west of Lakeport Road, is characterized by predominately fine grained, ground oriented uses that provide an engaging front façade which animate the streetscape. It is the intent of the PDSP that development and redevelopment within this area support and promote this character by providing appropriate scale and design features.
- ii) The Community Commercial designation east of Lakeport Road (West Harbour Area) is characterized by larger properties that have traditionally been developed independent of each other. It is the intent of the PDSP to support the creation of a vibrant group of mixed use buildings, developed in a cohesive and coordinated manner, that celebrates its heritage of the lands, maintains and enhances key views and vistas, and establishes an expanded open space network that promotes increased public access, connectivity to the waterfront, and linkages within and to other areas within the PDSP.

3.3.1 **Commercial Core (CC) Area**: (Lands designated Community Commercial located west of Lakeport Road and north of Gertrude Street)

Notwithstanding Part D, Section 9.2.2 of the Official Plan, the following applies to the lands designated Community Commercial in the Commercial Core (CC) Area.

a) Permitted Uses

The lands designated Community Commercial in the Commercial Core (CC) Area permit an appropriate range and mix of commercial, institutional, entertainment, hotel,

community and cultural uses, indoor recreation and apartment dwelling units.

Auto related uses, adult oriented uses, and drive thru facilities are not permitted.

- i) Apartment dwelling units are only permitted in mixed use buildings. Residential uses are not permitted on the ground floor other than small scale lobby entranceways to dwelling units, and other related facilities requiring ground floor access. The residential components of a live-work unit are not permitted on the ground floor.
- ii) Office uses which do not generate a significant amount of pedestrian traffic or require a ground floor location are required to locate on upper floors.
- iii) Retail functions are permitted on upper floors only in conjunction with a ground floor retail use
- iv) Ground floor plate size for individual units should be limited to 400 square metres in order to restrict larger format uses which are not consistent with the character of the area. Restaurants may have up to 550 square metres of ground floor space. This is not intended to restrict the size of floor space above or below the ground floor level
- v) Individual units should be restricted to a maximum width of 12 metres at the street front to ensure that the fine grained character of the streetscape is maintained.

Where property consolidation occurs, the front façade should provide for high level of articulation and change in materials in order to visually replicate a series of smaller units congruent with the above.

b) Building Setbacks

- i) Lock Street, and the west side of Lakeport Road north of Lock Street

Buildings should maintain established setbacks, and align with the existing street wall, with minimal setbacks from the front lot line or flankage lot line; and should be built out to the side property lines to enhance the street wall and prevent gaps in the streetscape.

- ii) West side of Lakeport Road south of Lock Street

Buildings should maintain existing front building setbacks in order to maintain alignment with the buildings to the north of Lock Street on Lakeport Road, to protect the existing open character along Lakeport Road, and to maximize views to Rennie Park and the historic Lincoln Fabrics building.

c) Building Height

Buildings should not exceed the height limits set out on

Schedule E1-1 B.

In addition, the following applies:

i) South side of Lock Street

- Building height should be a minimum 7 metres at the street
- Buildings should have a minimum ground floor height of not less than 3.5 metres and a maximum ground floor height of 5.5 metres.

ii) North side of Lock Street, west of Hogan's Alley

- Building height above 11 metres should be designed to be visually unobtrusive from Lock Street and Lakeport Road, and limit shadow impacts of the additional height.
- Along Main Street, Hogan's Alley and the street with no name opposite Lakeside Park a minimum 3 metre step-back should be provided above 11 metres in building height to promote a comfortable pedestrian scale..
- Along the north side of Lock Street, a minimum 7.5 metre step-back should be provided above 11 metres in building height except above existing buildings where the step-back should reflect the original building depth.
- The difference in elevation between the lake and the commercial development on Lock Street is an important part of the historical landscape context of Port Dalhousie. New development north of Lock Street and west of Hogan's Alley should ensure that the change in elevation from the water to Lock Street remains a discernable landform feature that is not visually obstructed. Buildings should step up the slope, conveying the change in level and the slope. Landscaped terraces between stepping levels is encouraged. Stepping levels more than two floors at a time is discouraged, and a maximum of one story at a time is encouraged.

iii) West side of Lakeport Road

- Buildings should have a minimum ground floor height of not less than 3.5 metres and a maximum ground floor height of 5.5 metres in keeping with the character of the area.

d) Special Policies

i) Southeast corner of Main Street and Lock Street (17 Lock Street)

Parking, service and loading facilities will be located in the

yard facing Gertrude Street, and adequately screened from public view.

ii) Port Dalhousie Jail

The Port Dalhousie Jail and its historic relationship to the canal with open sky above shall be conserved. It is strongly encouraged that the historic jail be retained in its current location. Whether retained in-situ or relocated, the jail location should remain directly accessible from the existing roadway to the north, have a 1:1 ratio of yard setback with height of any adjacent building walls up to 3 storeys in height, and be surrounded by a landscaped, accessible open space public plaza.

iii) View corridors from Lock Street through Hogan's Alley to Lakeside Park and the water are an important part of the character of the Commercial Core and should be maintained. (see Schedule E1-1C Views/Vistas)

iv) Retention of the historic fine grain character of commercial buildings and uses will be strongly encouraged and property boundary adjustments will be considered in that context.

v) Development within the Community Commercial designation along Gertrude Street and Canal Street should reflect the established residential fabric and scale of properties along the streets, and provide for design measures to support appropriate transition to adjacent residential uses.

vi) Landscape design will be considered comprehensively within the area, and should integrate key site conditions, including the change in grade towards Lake Ontario.

3.3.2. West Harbour Area: (Lands designated Community Commercial located east of Lakeport Road and west of the Harbour)

Notwithstanding Part D, Section 9.2.2 of the Official Plan, the following applies to the lands designated Community Commercial in the West Harbour Area.

a) Permitted Uses

The lands designated Community Commercial in the West Harbour area permit an appropriate range and mix of commercial, institutional, entertainment, hotel, community and cultural uses, indoor recreation and apartment dwelling units.

Auto related uses, adult oriented uses, and drive thru facilities are not permitted.

i) Residential dwelling units are only permitted in mixed use buildings. Residential uses are not permitted on the ground floor other than small scale lobby entranceways to dwelling units, and other related facilities requiring

ground floor access. The residential components of a live-work unit are not permitted on the ground floor.

- ii) Non-residential glfa on individual lots should not exceed 1860 square metres in size.

b) Building Setbacks

Buildings should provide appropriate setbacks from Lakeport Road to facilitate a wider boulevard and enhanced opportunities for landscaping and pedestrian amenities at the street edge; and,

building placement should respect the historic path of the second Welland Canal through this area by avoiding development on top of the old second canal alignment where feasible. If buildings are over the alignment they should employ measures to indicate the former canal location through the building alignment, or heritage interpretive elements.

c) Building Height

Building height is generally set out on Schedule E1-1 B.

In addition, the following applies:

- i) New buildings should have a minimum height of 7 metres, and a minimum ground floor height of 3.5 metres.
- ii) New buildings greater than 3-storeys (11 metres in height) should have a defined 2 to 3 storey (7 to 11 metre) base section with upper levels of the building visually subordinate to the base on all sides to maximize sky views and reduce the perceived mass of the buildings at ground level, and can include terracing and change in materials.
- iii) Building height and massing will limit shadow impacts on nearby properties particularly on public spaces and new development may be required to provide a shadow impact study.
- iv) New building additions higher than the existing building should be placed to the rear of the existing building or appropriately setback from the front façade to be visually subordinate from Lakeport Road, to retain the character of the building, and to differentiate the addition from the existing building.
- v) Roof-top mechanical equipment and elevator enclosures shall be completely screened from view on all sides.

d) Design Policies

All development/redevelopment will demonstrate design consistency with the vision, objectives and guiding principles

of the PDSP and will:

- i) respect the historic building scale, massing and character of the Lincoln Fabrics building (63 Lakeport Road) remaining the most prominent building in the Harbour area.
- ii) demonstrate how new or expanded buildings fit within the surrounding context including consideration of the existing built form character and the implications of changes in topography.
- iii) provide direct public waterfront access along the Harbour edge ensuring connectivity to the open space network along the Harbour edge and publicly accessible open space areas and/or outdoor community spaces, including Lockhart Point, and supporting the provision and enhancement of pedestrian and seating opportunities, places to appreciate views to the water, and opportunities for year round outdoor activity.
- iv) maintain and enhance view corridors from Lakeport Road towards the water through appropriate building alignment and massing. Buildings will be well-spaced from each other and long contiguous building blocks that are parallel to the street and/or the Harbour edge should be avoided in order to maintain regular spaces and open views through to the harbour, and allow for significant public outdoor space, including plazas, mews and walkways.
- v) maintain the nautical and industrial heritage character of the area and acknowledge the original three Welland Canal alignments through appropriate means such as signage, interpretive information or commemorative resources.
- vi) protect, and where feasible enhance remnants of the former Welland Canals
- vii) provide appropriate landscaping and features that contribute to an accessible and connected open space network to create a gateway to the Commercial Core Area west of Lakeport Road and facilitate a comfortable, pedestrian friendly streetscape on Lakeport Road.
- viii) support the creation of a connected, coordinated and accessible landscape design that functions cohesively throughout the entire western Harbour area, and contributes to a connected open space network, and sense of place, throughout the PDSP area.
- ix) provide building treatments and a complementary built form that helps to animate the ground floor level along street edges and the open space network. Ground floor uses along the water's edge should facilitate interaction or visual connections between interior and exterior spaces where possible to enhance the pedestrian

experience.

- x) promote a development form that emphasizes active transportation over vehicular movements.
- xi) provide comprehensive landscape design to ensure that the Western Harbour Area is developed as one seamless environment with appropriate and coordinated connections between sites, and consistency in design and materials.
- xii) provide for property boundary adjustments in context that supports the redevelopment and urban design policies of this Plan.
- xiii) support animated building edges with increased levels of ground floor glazing along open space areas. Semi-private transition areas (i.e. patios, display areas) are encouraged where at-grade uses front onto internal open space.

3.4 Parkland and Open Space

There are a variety of water related activities that are an integral part of the fabric of the community including swimming, fishing, boating, rowing, and cruises. These opportunities act as a significant recreational draw to the area and the City will encourage the continuation of those uses and associated facilities.

The Parkland and Open Space designation includes City-wide parks (Lakeside Park, Lockhart Park and Rennie Park) on the west side of the Harbour as well as public open space lands on both sides of the Harbour.

Lands designated Parkland and Open Space will be guided by the policies set out in Part D, Section 13.1 of the Official Plan, the Parks Policy Plan, and the following.

3.4.1 West side of Harbour

- i) User experience and facilities should be enhanced at the existing parks to provide a mix of passive and active recreational uses, support year round tourist and recreational draw, optimize public access, and support an integrated, interactive and accessible public realm and open space network providing connections within and between the parks and other areas throughout the PDSP area.
- ii) Rowing facilities and associated uses are permitted on lands known municipally as 60 Lakeport Road, subject to the policies in Part D, Section 13 of the Plan.
- iii) Locktender's Shanty (69A Lakeport Road)

Notwithstanding Part D, Section 13.1.1 of the Official Plan, additional permitted uses on the lands known municipally as 69A Lakeport Road (Locktender's Shanty) include small community, cultural, retail and service commercial uses specific to supporting active transportation or the cultural heritage of the area, and to facilitate the maintenance and adaptive reuse of the building.

iv) Harbour marine uses are permitted, excluding water vehicle maintenance, repair and storage.

v) Building Height

Building height is generally set out on Schedule E1-1 B.

In addition, the following applies:

- lighthouses are exempt from height restrictions.

3.4.2 East side of the Harbour

i) Notwithstanding Part D, Section 13.1.1 of the Official Plan, additional uses that support and enhance harbour amenities, tourist and leisure functions, increased activity levels and greater use of the area on a year round basis are permitted on Parkland and Open Space lands on the east side of the Harbour, and include:

- small scale retail and service commercial uses, including restaurants, places of assembly, community and cultural uses; harbour marine uses.

ii) Lands on the east side of the Harbour should be supported by an accessible, integrated and connected open space public realm network extending from the Lake Ontario shoreline, the Waterfront Trail, and the east Harbour pier to the lands on the west side of the Harbour.

iii) Large scale surface parking areas are discouraged, and where provided, will include peripheral and interior landscaping.

iv) Buildings should frame Lighthouse Road, providing strong physical and visual connections to the roadway and the harbour, and ensuring that views and vistas to the water are maintained.

Building should be appropriately setback from the water's edge to ensure public outdoor amenity space at the waterfront.

v) Building Height

Building height is set out on Schedule E1-1 B, and is as follows:

- buildings should not exceed 7.5 metres in height
- lighthouses are exempt from height restrictions.

vi) To facilitate better utilization of public 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.

3.5 Natural Areas

Lands designated Natural Area are subject to the policies set out in Part D, Section 13.2 of the Official Plan.

4. General Policies

a) Views/Vistas (Schedule E1-1 C)

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, and where feasible, enhanced.

Important vistas and view corridors, and vantage points are shown on Schedule E1-1 C. These include both static and kinetic views. A view corridor analysis to demonstrate that views are being maintained and where possible enhanced may be requested in support of development applications.

b) Transportation and Parking

1. On lands designated Community Commercial:

- Surface parking areas should be limited to the extent possible. Below grade or above grade parking structures are strongly encouraged and should be appropriately screened along the street edge and open space network by at-grade uses and other appropriate treatments such as landscaping, vegetative screening and fencing. Alternative parking solutions should be explored.
- Reduced parking standards may be considered in accordance with Part C, Section 5.4.2 of the Official Plan.
- The City will encourage shared parking where a mix of land uses is proposed in order to reduce the overall number of on site parking spaces, if appropriate.
- Adequate loading and servicing areas should be provided to minimize the impact on public streets and reduce pedestrian hazards. Loading and servicing areas will be appropriately screened from the public realm.
- Landscape enhancements to surface parking areas will be encouraged to screen the parking from the street. In addition, landscape areas should be incorporated into the design of larger surface parking areas to break up these areas and provide visual enhancements.
- Landscape islands in parking areas should be designed with trees and shrubs to reduce the heat island effect and improve storm water infiltration. Where possible, surface parking areas should incorporate permeable paving treatments to improve storm water infiltration.

2. Vehicular access onto Lock Street and Lakeport Road from adjacent properties should be minimized and consolidated where possible. No new or expanded driveways should be permitted

onto Lock Street or onto the east and west side of Lakeport Road.

3. The City will, where feasible, increase the provision of publicly accessible bicycle parking spaces within parks, the harbour area and other appropriate locations within the PDSP area .
4. The City will, where feasible, implement measures to better ensure the availability of public parking spaces for visitors, including the provision of parking restrictions and the creation of additional public parking where appropriate.
5. To facilitate better utilization of public parking facilities on the east side of the harbour, the City will examine opportunities 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.
6. Where feasible, an enhanced boulevard width should be provided along Lakeport Road to improve the amenity space for pedestrians and enhancing opportunities for street furniture, landscaping and other complete street initiatives.

c) Preferred or Beneficial Zoning

In accordance with the Part F, Section 16.8 Preferred or Beneficial Zoning of the Official Plan and Section 37 of the Planning Act, the City may consider community benefits in exchange for increase in height permissions within the PDSP area.

Community benefits and height permissions established through Preferred or Beneficial Zoning shall be consistent with the objectives, policies and guidelines of the PHCDP, and set out in a specific Preferred and Beneficial By-law approved by Council.

13. Part F, Section 16 is amended by re-numbering subsection 16.21 to 16.22 and adding a new subsection 16.21 as follows

‘ 16.21 Secondary Plans

Notwithstanding Part F, Section 16.20, the municipality may undertake a Secondary Plan Study for a defined area, and adopt a Secondary Plan for the subject area by way of amendment to the Official Plan. The approved Secondary Plan forms part of the Official Plan, and provides a more defined and refined land use planning framework and direction for the subject area than was provided before the amendment.’

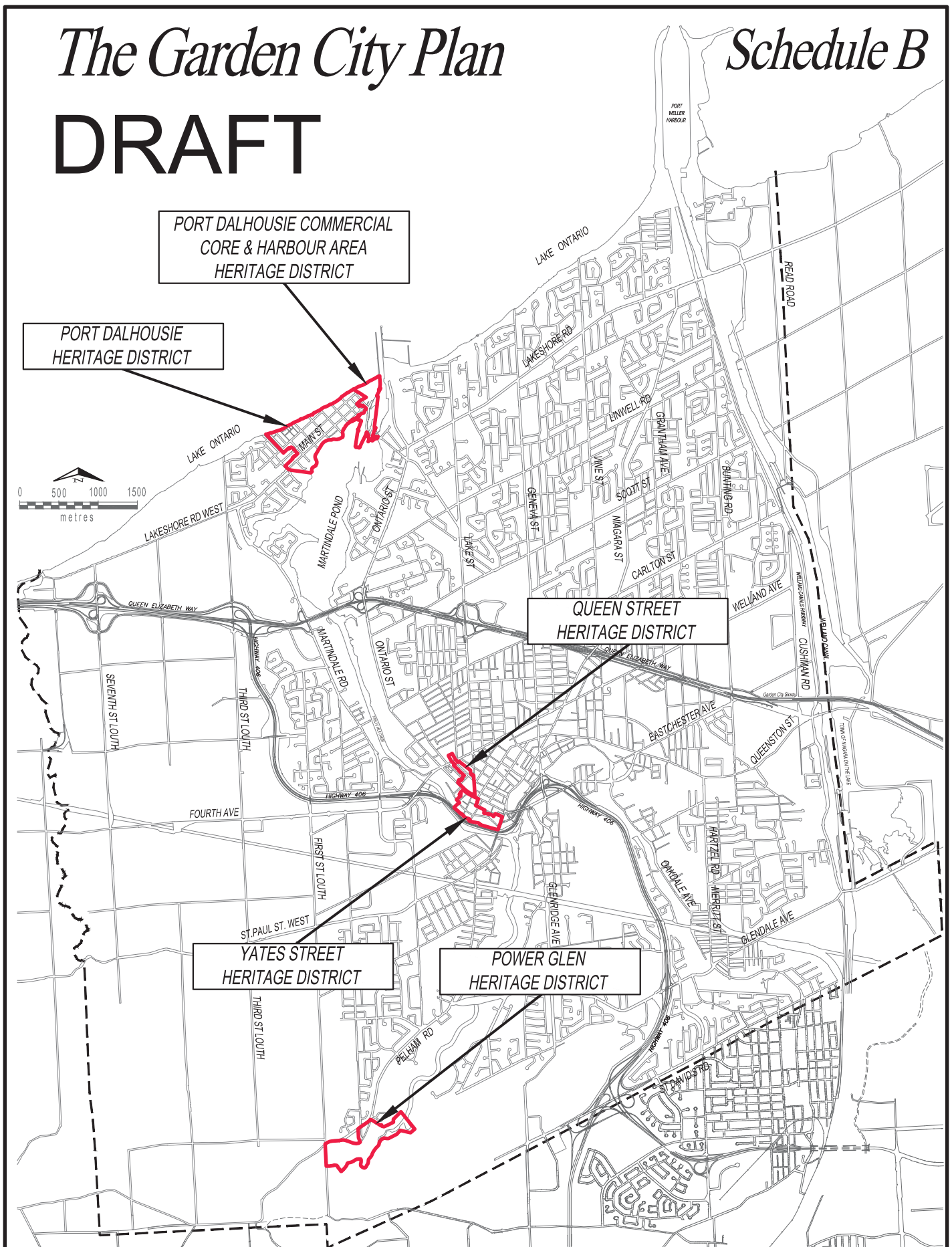
14. Part F, Section 17.11 is amended by adding a definition for Harbour Marine Uses, as follows:

‘ Harbour Marine Uses: include water vehicle maintenance, repair and storage, water slips, docking facilities, and associated and ancillary emergency service small scale administrative offices, retail and service commercial uses and places of assembly excluding places of worship.’

The Garden City Plan

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Schedule B



Heritage Districts

Queen Street Heritage District (Approved 1992)

Yates Street Heritage District (Approved 1996)

Port Dalhousie Heritage District (Approved 2003)

Port Dalhousie Commercial Core & Harbour Area Heritage District (Approved 2018)

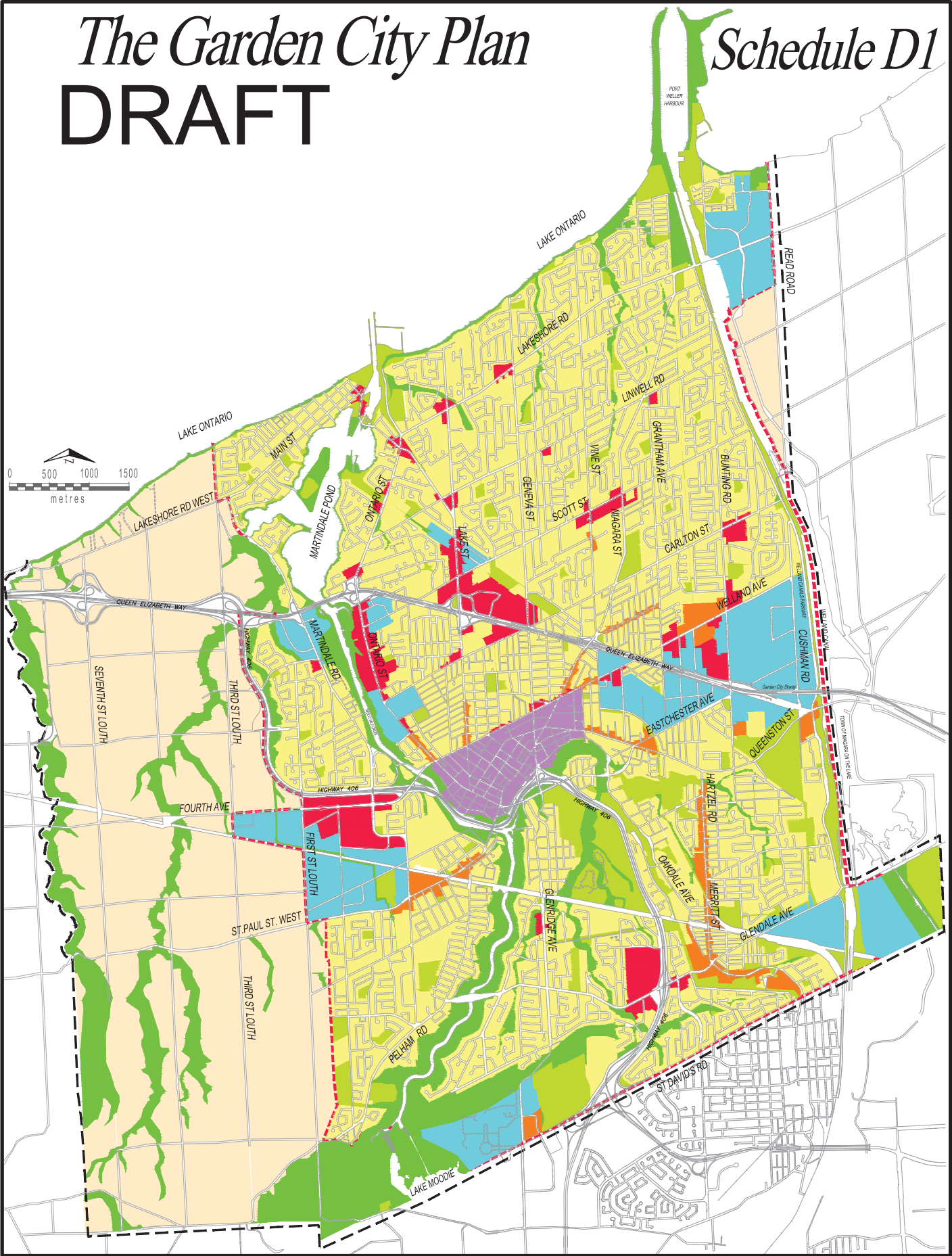
Power Glen Heritage District (Approved 2010)

CITY OF ST. CATHARINES
PLANNING AND BUILDING SERVICES
OFFICIAL PLAN JULY 31, 2012

The Garden City Plan

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Schedule D1



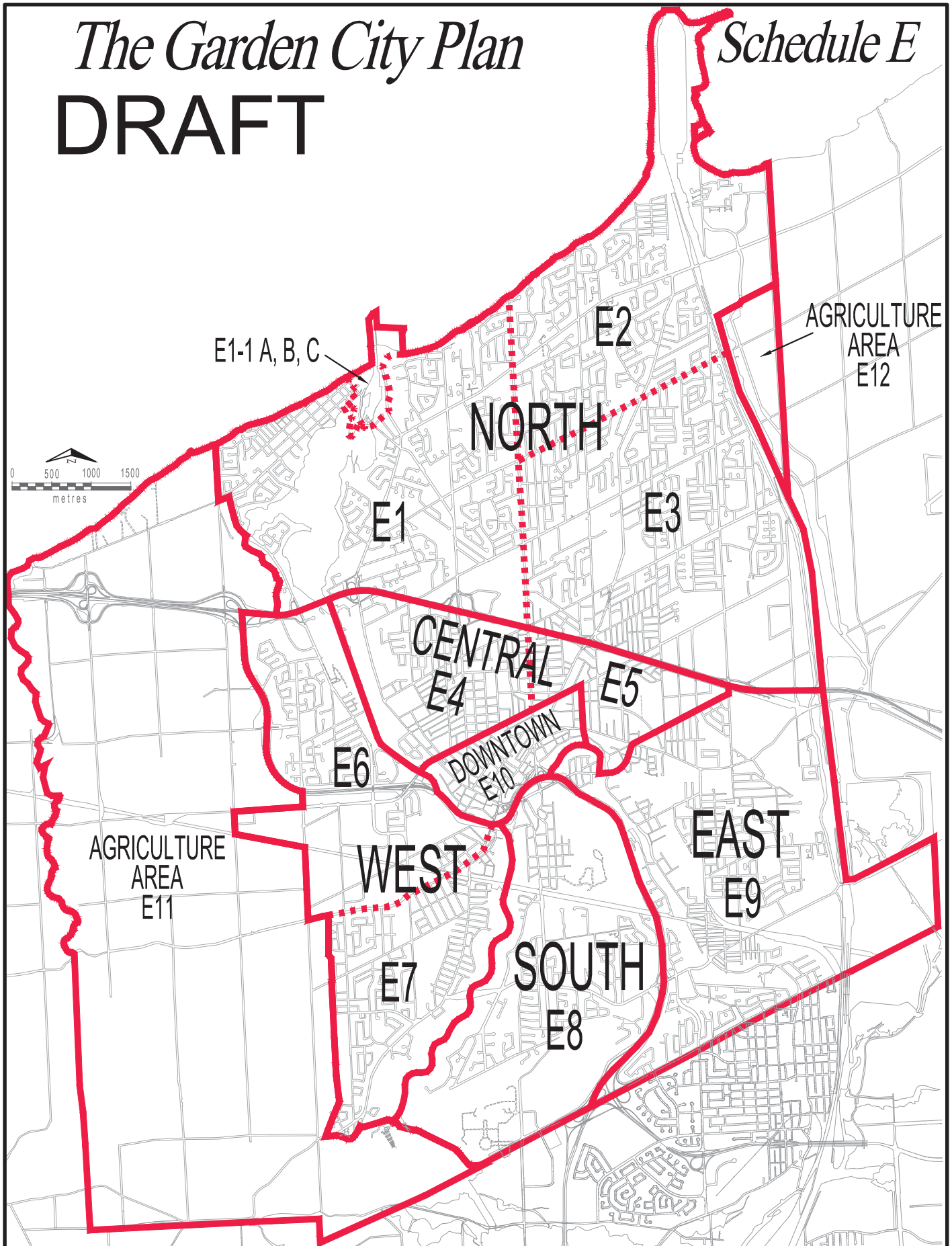
General Land Use Plan

- Neighbourhood Residential
- Employment
- Commercial
- Mixed Use
- Natural Areas
- Parkland & Open Space
- Agriculture
- Downtown
- Urban Area Boundary

CITY OF ST. CATHARINES
PLANNING AND BUILDING SERVICES
OFFICIAL PLAN JULY 31, 2012

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Schedule E



District Planning Areas - Index

North District	See Schedule E1, E2, E3; E1-1 A, B, C (PORT DALHOUSIE COMMERCIAL CORE & HARBOUR AREA SECONDARY PLAN - PDSP)
Central District	See Schedule E4, E5
West District	See Schedule E6, E7
South District	See Schedule E8
East District	See Schedule E9
Downtown District	See Schedule E10
Agriculture Area District	See Schedule E11 & 12

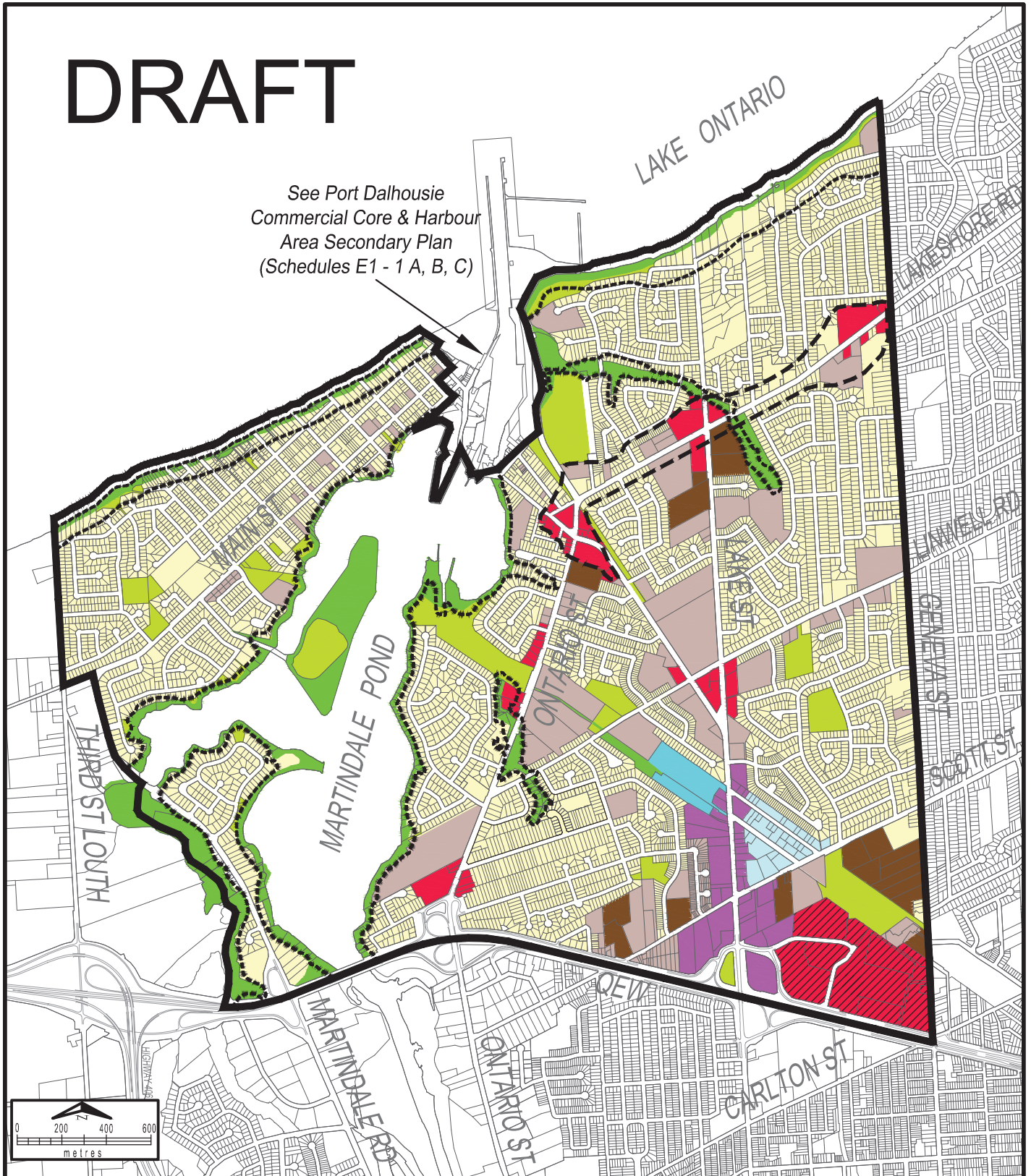
CITY OF ST. CATHARINES
PLANNING AND BUILDING SERVICES
OFFICIAL PLAN JULY 31, 2012

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North Planning District Schedule E1

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See Port Dalhousie
Commercial Core & Harbour
Area Secondary Plan
(Schedules E1 - 1 A, B, C)



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

North Planning District - Port Dalhousie Commercial Core & Harbour Area
Secondary Plan (PDSP) Schedule E1 - 1 A

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Land Use Designations

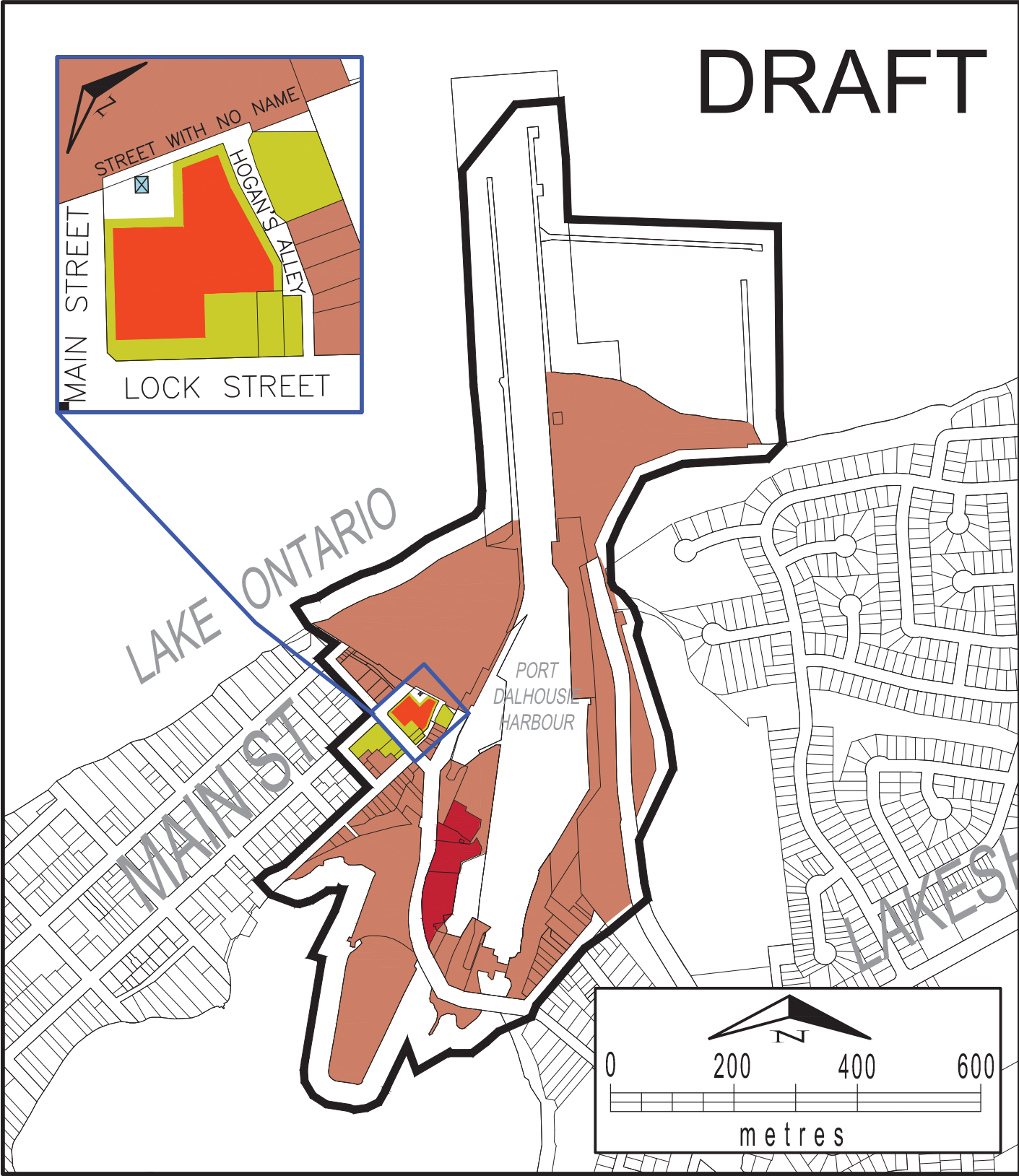
- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

North Planning District - Port Dalhousie Commercial Core & Harbour Area
Secondary Plan (PDSP) Schedule E1 - 1 B (HEIGHT)



Building Heights

- 4.5 Metres (1 Storey)
- 9 Metres (2 Storey)
- 11 Metres (3 Storey)
- 22 Metres (6 Storey)
- 28 Metres (8 Storey)

⊠ Port Dalhousie Jail

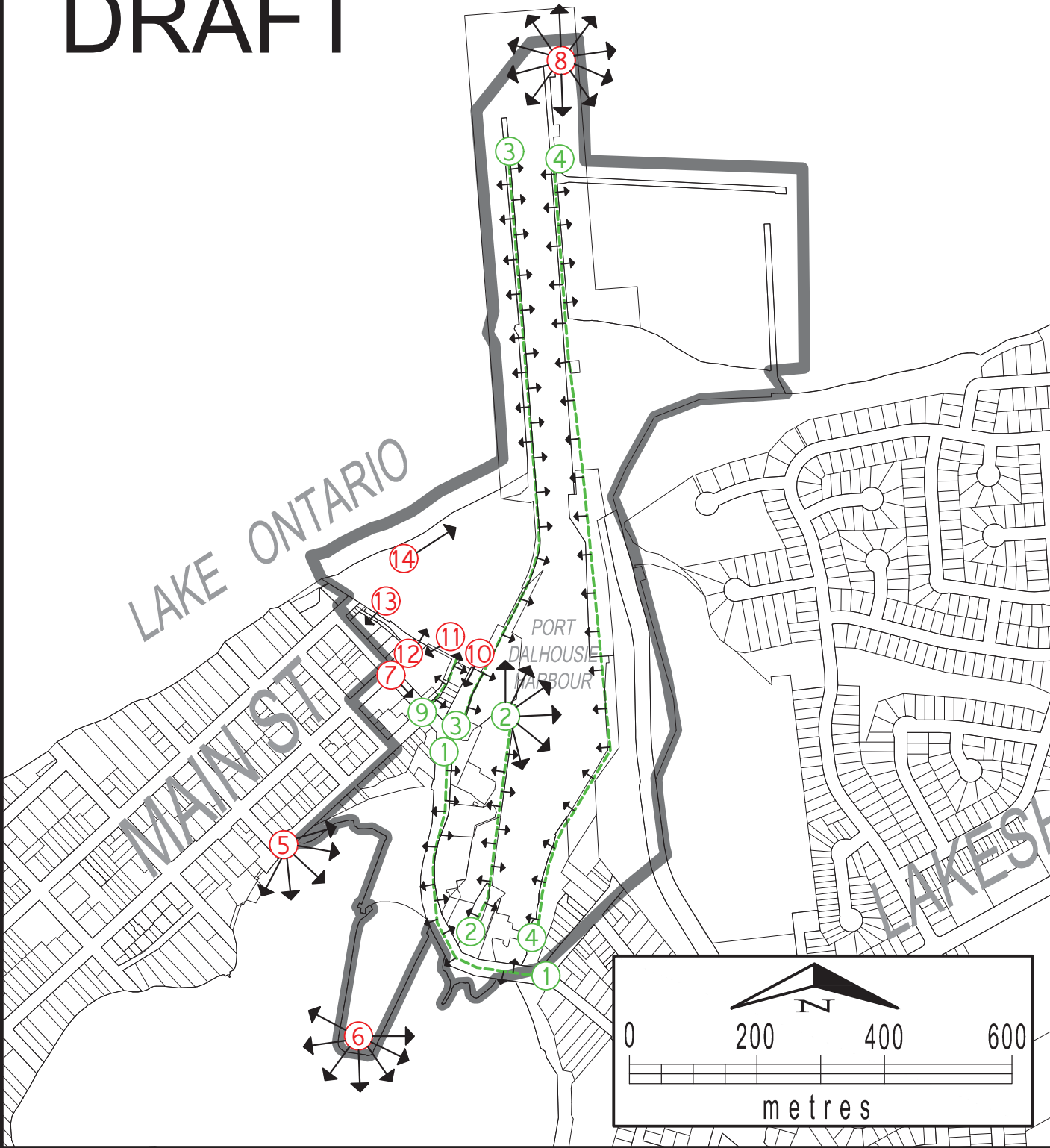
NOTE: SHOULD THE PORT DALHOUSIE JAIL BE RELOCATED, THE ADJACENT 11 METRE (3 STOREY) AND 22 METRE (6 STOREY) BUILDING HEIGHTS WILL SHIFT ACCORDINGLY.

* HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.

The Garden City Plan

North Planning District - Port Dalhousie Commercial Core & Harbour Area
Secondary Plan (PDSP) Schedule E1 - 1 C (VIEWS / VISTAS)

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Static Views

- ⑤ Rennie Park "Plateau"
- ⑥ South Rennie Park
- ⑦ East of Lock 1 Second Canal
- ⑧ East Federal Pier
- ⑩ Lakeport Road
- ⑪ Jail and Foot of Main Street
- ⑫ Main Street
- ⑬ Lakeside Park
- ⑭ Lakeside Park Beach

Kinetic Views

- Continuous View Path
- ① Lakeport Road
- ② Harbour Walk / Waterfront Trail
- ③ West Harbour Edge
- ④ East Harbour Edge
- ⑨ Hogan's Alley

PART C – THE APPENDICIES

The following Appendices do not constitute part of the amendment to the Official Plan but are included as information supporting the amendment.

- | | |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Appendix 1 | A copy of the “Public Notice” which outlines City Council’s intent to consider an amendment to the Official Plan to implement the Port Dalhousie Commercial Core and Harbour Area Secondary Plan. |
| Appendix 2 | A copy of the staff report which relates to the proposed Official Plan amendment. |
| Appendix 3 | Minutes of the Public Meeting held in the Council Chambers of City Hall on January 15, 2018 and on April 9, 2018. |

PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR AREA HERITAGE CONSERVATION DISTRICT PLAN

Prepared for:
CITY OF ST. CATHARINES
27/03/2018

PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR AREA HERITAGE CONSERVATION DISTRICT PLAN

27/03/2018

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Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (2018 Plan) supercedes the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change 2001 (2001 HCD Plan) for the sub-district within the 2018 HCD Plan Boundary.

Port Dalhousie Commercial Core and Harbour Heritage Area 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

This document constitutes a Heritage Conservation District Plan for a sub-district of the Port Dalhousie Heritage Conservation District, the Commercial Core and Harbour Area. It was developed concurrently with a Secondary Plan Study for a larger area that included lands east of the Sub-District and small portions of the adjacent residential areas.

Outside the Commercial Core and Harbour Area, the existing HCD Plan is operating to the satisfaction of the municipality, but because of strong interest in new development that was not anticipated when the HCD plan was drafted in 2001, the municipality wanted to update heritage protection in the Commercial Core and Harbour Area. The 2005 Ontario Heritage Act does not require a municipality to conduct a Study prior to adopting an HCD Plan for an area.

The preferred approach to the update 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 2018 HCD Plan. Relevant sections of the 2001 HCD Plan are brought forward into this 2018 HCD Plan. Supplementary explanatory material such as photographs, mapping, and notes are incorporated into this HCD Plan. This 2018 HCD Plan includes all additional sections required under the 2005 Ontario Heritage Act, ie Objectives of the Plan, (4.0) Statement of District Significance, (7.0,1,2,3) description of the heritage attributes of the Sub-District (7.4,5 9.0) and properties in the Sub-District, additional policies, guidelines and procedures for meeting the objectives

and managing change in the Sub-District, (10, 11) and a description of alterations, and maintenance matters that may be carried out within the Sub-District without obtaining a heritage permit (10.2)(11.4). As well, Zoning and Official Plan policies that apply to the District have been reviewed and recommendations included in the Sub-District Plan (5.1, 10.7), concurrent with the Secondary Plan Study.

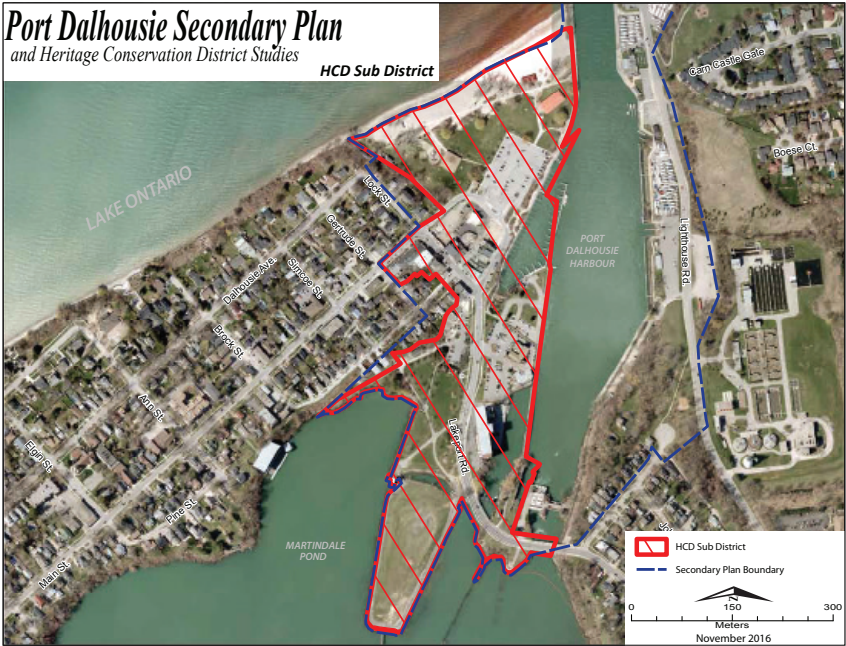
Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (2018 Plan) supercedes the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change 2001 (2001 HCD Plan) for the Sub-District within the 2018 HCD Plan Boundary.

Definitions

Term	Definition
2001 HCD Plan	Heritage Conservation District Guidelines for conservation and change, adopted by Council by By-law No. 2002-180 for the Port Dalhousie Heritage Conservation District
2018 HCD Plan	Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan, for the Sub-District of the Port Dalhousie Heritage Conservation District known as the Port Dalhousie Commercial Core and Harbour District Area (See maps, page 9 and 10)
HCD Plan	Heritage Conservation District Plan
Port Dalhousie Heritage Conservation District	Heritage Conservation District governed by By-law No. 2002-180
Sub-District	A portion of the Port Dalhousie Heritage Conservation District described as the Port Dalhousie Commercial Core and Harbour District Area, Map on Page 10, Plan showing Adjacent Area Boundaries



2001 Port Dalhousie Heritage Conservation District Boundary



2018 Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (Sub-District Boundary)

Ontario Heritage Act (OHA) Requirements

41.1(5)	OHA Plan Requirement	Report Section
a.	a statement of the objectives to be achieved in designating the area as a heritage conservation district;	4.0
b.	a statement explaining the cultural heritage value or interest of the heritage conservation district;	7.0,1,2,3
c.	a description of the heritage attributes of the heritage conservation district and of properties in the district;	7.4,5; 9.0, 1,2,3
d.	policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and	10, 11
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	10.2, 11.4
40.2(d)	OHA Plan Requirement	Report Section
40.2(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.	5.1, 10.7

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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-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

The City adopted a new Official Plan in 2010 which was approved by the Region of Niagara in 2012. The City adopted a new comprehensive Zoning By-law in 2013.

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 in 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 a reference in 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, 16 Lock Street, Royal Canadian Legion, and Maple Leaf Rubber Factory (Lincoln Fabrics). In addition, Lakeview Park is being

re-planned by the City of St. Catharines. The City is in the process of identifying appropriate new uses and operators for the municipally owned Dalhousie House, (Muir Brothers Dry Docks building).

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.



Plan from the 2012 Harbour Area Urban Design Study

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.

3.5.4 HCD Heritage Considerations

- The existing HCD Study and Guideline were passed before the 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, i.e. the amended Guideline (Plan) would continue to be advisory only.
- Properties formerly Designated Under Part IV within the District Boundary have been de-designated.
- The existing Plan includes Residential and Commercial areas, but offers minimal guidance for properties in the commercial area.
- The HCD boundary does not correspond to the current Study Area.
- The 16 Lock Street and 12 Lakeport Road OMB Decision identified weaknesses in the HCD plan, leading to demolitions.
- The process to amend an HCD Plan is not described in the Ontario Heritage Act or its regulations, and the steps to amend it would therefore need to be the same as creating a Heritage Conservation District Plan set out in Section 41.1.



Port Dalhousie has a special character as a well preserved 19th century canal village
(Catherine Nasmith)

3.6 PROCESS OPTIONS CONSIDERED

3.6.1 OPTION 1: Leave existing Heritage Assessment (Study) and HCD Guideline (Plan) in place

Augment with Part IV designations for remaining heritage buildings in the Commercial Area District in combination with New Secondary Plan.

Advantage

- Highly specific protection for the remaining heritage attributes in the Commercial Area.
- Avoids potential OMB appeal of a new HCD plan.
- Council controls the decision to Designate under Part IV, and designations may be appealed to Conservation Review Board. The 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 which is available under the 2005 OHA for elements such as streetscapes.

3.6.2 OPTION 2: Split the HCD into two Districts

- Amend boundaries.
- Separate the residential district from the commercial district, and possibly include east side of harbour.
- Leave the 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 (Sub-District).
- Leave the existing advisory Guideline (2001 HCD Plan) in place for the residential area.

Advantage

- Offers strongest protection available under the Ontario Heritage Act 2005, i.e. 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 the Guideline (2001 HCD Plan) for the residential area with material in it that relates to the commercial area.



Late 19th century view of Lock Street, note muddy character of street and building, now missing next to the former Stanton Grocery and Post Office Building

3.7 OPTION 2: 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 and 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 Area. 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 2018 HCD Plan. Relevant sections of the 2001 HCD Plan are brought forward into this 2018 HCD Plan. Supplementary explanatory material such as photographs, mapping, and notes are incorporated into the 2018 HCD Plan. This 2018 Plan includes all additional sections required under the 2005 Ontario Heritage Act, ie Objectives of the Plan (4.0), Statement of District Significance (7.0,1,2,3), description of the heritage attributes of the Sub-District and properties in the Sub-District (7.4,7.5,9), additional policies, guidelines and procedures for meeting the objectives and managing change in the Sub-District (10)(11), and a description of alterations, and maintenance matters that may be carried out within the Sub-District without obtaining a heritage permit (11.4).



Public Consultation Meeting

As well, Zoning and Official Plan policies that apply to the District have been reviewed and recommendations included in the District Plan (5.1, 10.7), concurrent with the Secondary Plan Study.

The 2018 HCD Plan supersedes any contradictory references in the 2001 HCD Plan to the areas within the boundaries of the 2018 HCD Plan or adjacent areas as defined in the 2018 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 2018 HCD Plan, the 2018 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 AREA HCD PLAN (SUB-DISTRICT)

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;
- to enhance the vitality of the Core Commercial Area by conserving its unique architecture and distinctive heritage fabric and its historic fine grained building and development patterns that have supported generations of diverse

- local entrepreneurs;
- 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 Area;
- 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, most importantly attributes which relate to the period of active canal operations in Port Dalhousie from 1829, through to the relocation of the Third Welland Canal entrance to Port Weller in 1932;
- to develop guidelines to maintain and enhance existing open space, sport and recreation areas that contribute 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 Sub-District and in areas adjacent to the Sub-District to ensure that new development, and construction, whether public or private, will have no adverse effects upon the heritage character and heritage attributes of the Sub-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.



Port Dalhousie Ontario, Artists impression of Front Street circa 1906 (Doreen Inglis, 2015)

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

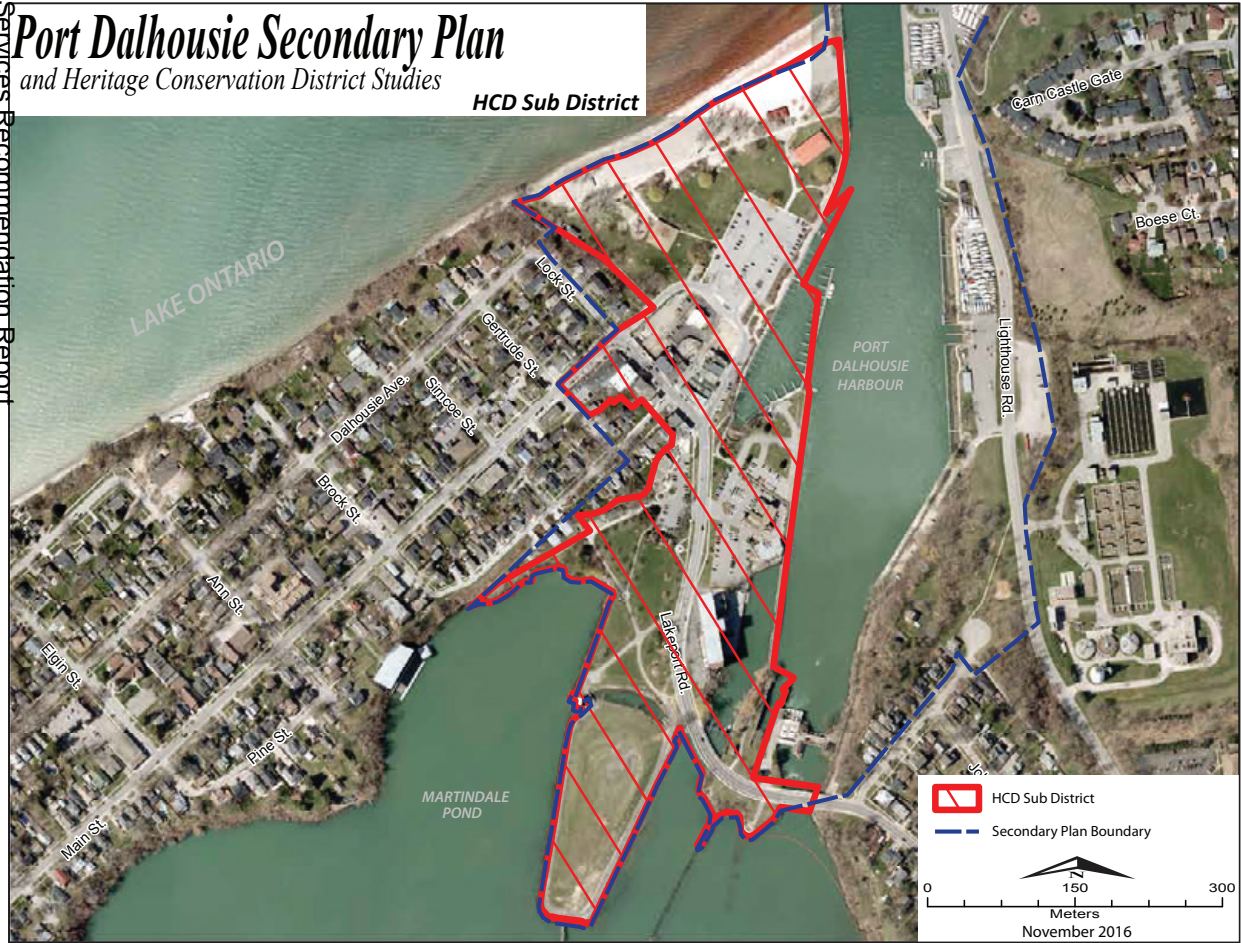
5.1.1 Official Plan

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 A.

5.1.2 Zoning in and Adjacent to the Sub-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 (described below) are important in their close relationship to the Core Commercial and Harbour Area,



Plan showing Sub-District Boundary and Adjacent Areas One and Two

providing important related context as well as vantage points for key views of the 2018 sub-district.

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 the 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 Sub-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.



Plan showing Adjacent Area Boundaries

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, as well as PPS terms and definitions are quoted in Appendix C.

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 A 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.



Map showing plan of Port Dalhousie with First and Second Welland Canals, circa 1855, St. Catharines Public Library Collection

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. 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 within the Port Dalhousie Commercial Core and Harbour Area heritage conservation district plan area, 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, as well as a high probability of archaeological remains of the First Welland Canal below Lakeside Park and its parking lot.

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.



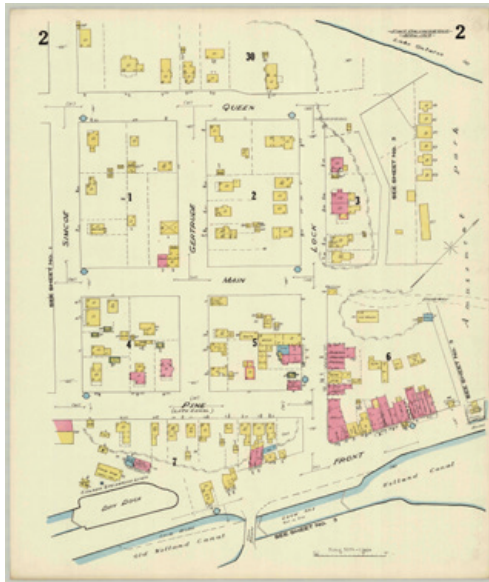
Contemporary View of Lock Street framed by two historic hotels, note verandahs (Catherine Nasmith)

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 1920's structures. The character of the streets in the Commercial Core varies.

Lock Street is lined and framed on both sides with narrow fronted predominantly main street buildings, with retail or commercial uses dominating and has never had street trees. In places, verandahs 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.



Goads Atlas Maps 1929, showing variations in settlement patterns between delta, plateau and embankment areas, Maps from Ontario Archives, DIN 10052550,1,2



Fire Insurance Map of 1887, updated 1905 showing Commercial Core and Harbour Area, University of Western Ontario Archives



Contemporary 20th century post card showing 3rd Canal and Lake Ontario at Lakeside Park



*Tinted Post Card View showing
Second Canal frontages, St.
Catharines Public Library*



*Historic Image of Second Canal
showing random placement of
buildings in relation to canal
operations, and utilitarian
character of the industrial areas,
image courtesy of St. Catharines
Public Library*

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, augmenting the lane's service functions to business. It is paved



Hogan's Alley with secondary business frontages (Catherine Nasmith)

with asphalt reflecting its practical service role.

Main Street north of Lock Street, 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



Jail surrounded by open area at north end of Main Street (Catherine Nasmith)

a number of remnant industrial structures including the former administrative and service building for the Muir Brothers Dry Docks (circa 1865), 1890 warehousing (incorporated into 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 well-used and valued park space, an important component of the municipal parks' system.

Originally founded in 1880, the Royal Canadian Henley Regatta, which is 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

Rennie Park was created in the mid-70’s, by infilling the former Muir Bros Dry Dock and sections of the Second Welland Canal. It also links to the embankment around the edge of



Beginning of west Harbour Walk (Catherine Nasmith)

Martindale Pond, and contains undisturbed areas of the embankment. It provides excellent vantage points from which to view the heritage attributes 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 canal and that it is filled land. It 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 Jaycee Park. Apart from Dalhousie House and the embankment, its heritage attributes are primarily archaeological,

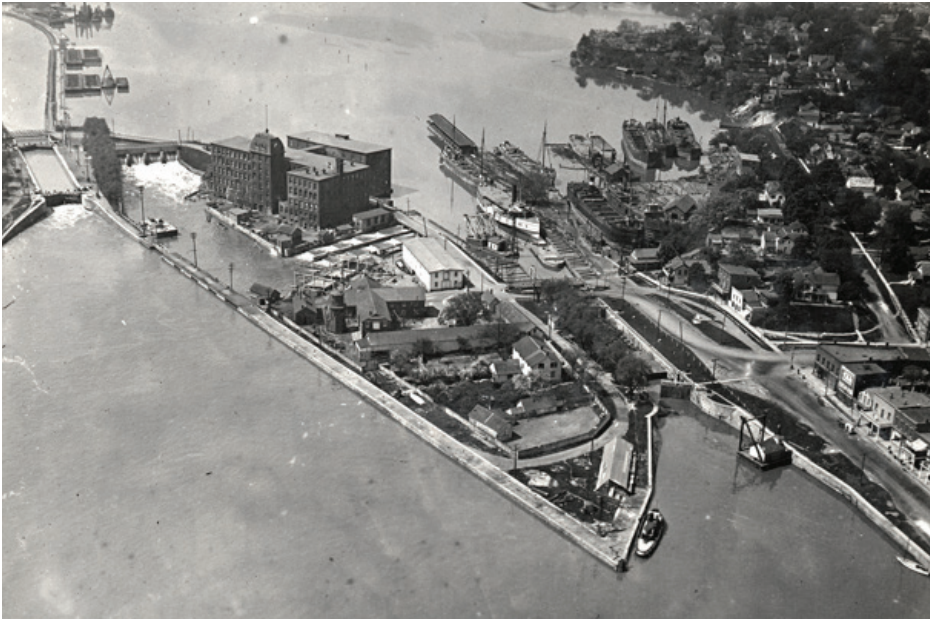
buried remnants of industrial operations and structures, the dry dock, and the Second Welland Canal.

Harbour Walks

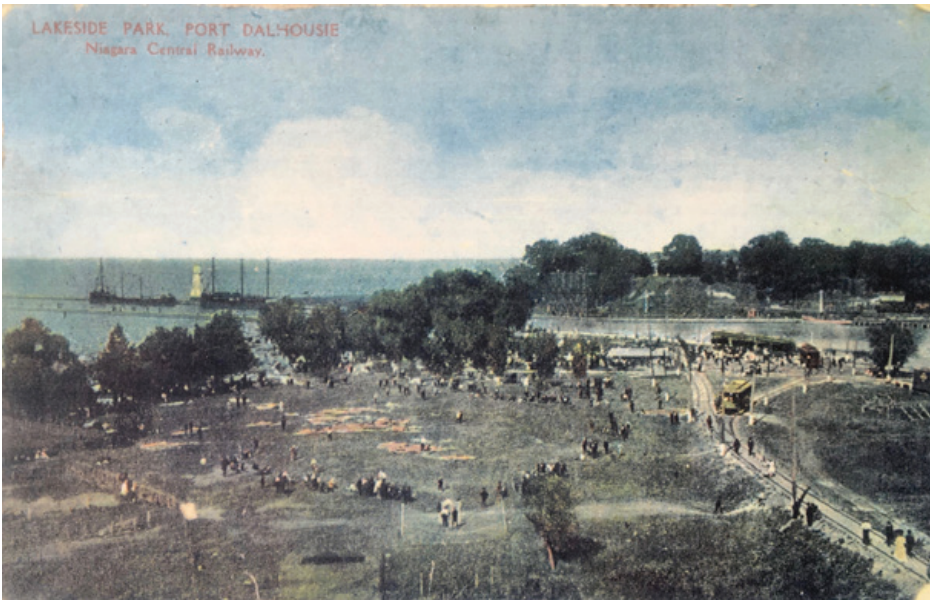
There are several pedestrian and cycling routes through the harbour area in the Sub-District and in adjacent lands which offer important kinetic views to and from the Sub-District. The routes and views are described in Section 9.3.2. The canal edges are paved in concrete in character with their former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



Historic image of rowing in harbour, Maple Leaf Rubber building in background (St. Catharines Public Library)



Historic image showing the Second and Third Welland Canal alignments, industrial buildings including Maple Leaf Rubber, Muir Brothers Dry Dock, former warehousing, as well as shops facing the Second Canal edge. Note that Front Street connects to Ontario Street (now Lakeport Road) over a narrow concrete bridge. Ontario Street had a different alignment to the current Lakeport Road. Ontario Archives DIN10026770



Tinted postcard view of Lakeside Park note streetcar alignment, St. Catharines Public Library

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 Sub-District which are described more fully in Section 9.3.2. It has been moved and changed in response to changing canal routes.



Commercial Building (former Dwyer’s Grocery) in Italianate style built on the former Front Street, 18a Lakeport Road, has a well preserved shop front typical of the style (Catherine Nasmith)

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 ARCHITECTURAL STYLES

The commercial core area has a number of commercial buildings, some recent, some from the late 19th century. The predominant style for the nineteenth century buildings is Italianate, found in several of the surviving “main street” buildings such as the Murphy Building and the former hotel buildings. A notable exception is the former Stirling Bank building on Lock Street a simple handsome Edwardian building. In addition, there are a few vernacular frame commercial buildings, such as one at 48 Lakeport Road south of Lock Street, the former Johnston and Son’s Shoes and boots with a false front, another, the Stanton Grocery Building at 12 Lock Street with a front facing gable. The building styles are similar to commercial buildings found in many Ontario communities, but the survival of many of the verandahs creates a distinct local streetscape.

6.3.1 Italianate

Popular in Ontario for both residential and commercial buildings, the Italianate architectural style is characterized in residential buildings by low- pitched hip roofs with wide overhanging eaves and decorative cornices and brackets, often paired. The tall, often paired, narrow window openings usually have either arched, curved or the traditional rectangular heads. U-shaped window crowns often with brackets, simple pedimented crowns or complete decorated surrounds may decorate the window heads. The window sash generally has one over one or two over two lights. One and two story bay windows are also typical design features. The L-shaped plan of the Gothic Revival architectural style was often adapted with Italianate features including distinctive dichromatic brick accents such as quoins.

The majority of the Ontario main street commercial buildings constructed in the late 1800s and early 1900s adopted design features of the Italianate style. They included rounded windows, projecting top cornices with brackets, decorative dichromatic brickwork, rhythmically placed upper window openings with decorative surrounds. The ground floor typically has elaborate commercial fronts with arched windows, transoms, wood mouldings, columns and a storefront cornice separating it from the upper floors.

6.3.2 Vernacular Frame

Simple, modest frame commercial buildings such as one at 48 Lakeport Road south of Lock Street, the former Johnston and Son's Shoes and boots with a false front, another, the Stanton Grocery Building at 12 Lock Street with a front facing gable. Sometimes built as a quick and less inexpensive way to house a business, nonetheless some exhibit fine shop fronts, wood cornices and verandahs.



Two storey vernacular frame commercial building, 28 Lakeport Road, simple form with historic shopfront and veranda

6.3.3 Edwardian (Classicism)

Edwardian is often associated with the reign of Edward VII but has its roots in an earlier reaction to elaborate Gothic Victorian styles. It can be found in buildings dating from just before the turn of the 20th century until the end of World War I. Classical symmetry and detail supplanted the romantic picturesque Victorian asymmetry. In Ontario Edwardian Classicism combines both American and English Classical and French/American Beaux Arts influences.



Former Stirling Bank building, 1907, simple handsome brick commercial building, with heavy wood cornice

The simple robust style is handsome rather than pretty, with plain brickwork and hipped roofs supported on bracketed cornices often with dentil ornamentation. It can be found in more elaborate classicist forms on larger commercial buildings with exaggerated stone lintels, string courses, carved stone entablatures, and classical stone detailing. It is found in grand houses for the wealthy, but its sensible planning and construction suited builders looking to deliver modest, less expensive housing, commercial and factory buildings to the mass market.

In Port Dalhousie it is represented in the handsome yet modest Stirling Bank (1907) building on Lock Street and the robust Maple Leaf Rubber Factory building of 1898.

6.4 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 Sub-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 Area 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 SUB-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 the listing of the Port Dalhousie Heritage Conservation District on the Canadian Register of Historic Places: 2007/12/12. For the 2018 HCD Plan, The Statement of District Significance has been modified to be consistent with the boundaries of the 2018 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 Sub-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 Mississaugas of the New Credit First Nation, there may also be Indigenous Peoples' 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 here annually since 1903.

The Port Dalhousie Core Commercial and Harbour Area Heritage Conservation Sub-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.

There have been recent demolitions in the Commercial Core and Harbour area of buildings that had been substantially altered or were deemed not suitable for repair which have modified the legibility of the Port Dalhousie cultural heritage canal village landscape. The remaining structures from the period of significance 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 Area have contextual value conveying a strong sense of the original time and place of the development and operations of the Welland Canal(s) and harbour area during its period of heavy activity between 1826 and 1930's.

7.4 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 promontory (plateau) offered excellent residential, institutional and

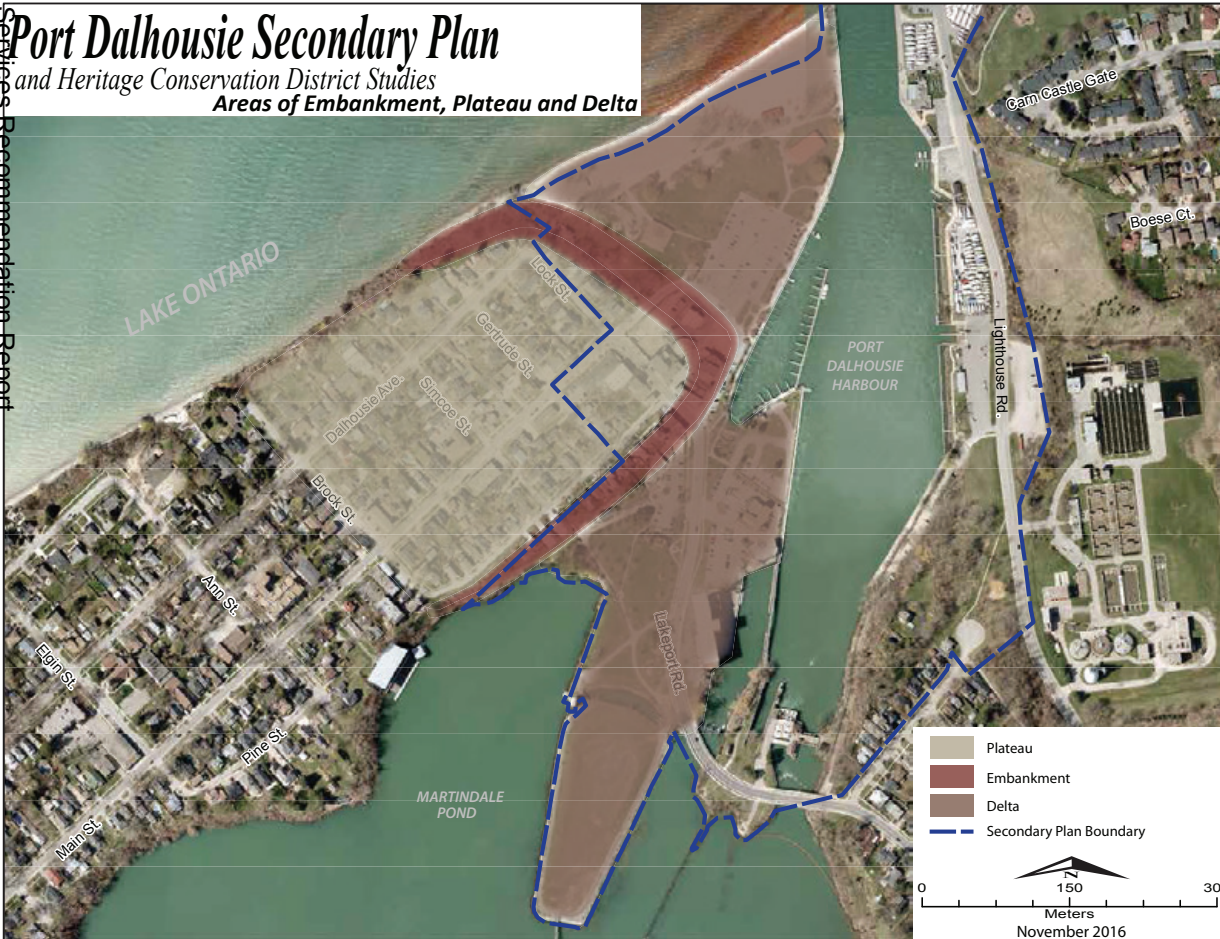


Diagram illustrating the general zones of delta, embankment and plateau

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 (delta), evolved as a harbour and canal entrance(s) with the three successive Welland Canal routes; 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 on the long 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 (Ontario) 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), the Maple Leaf Rubber building and some portions of the Legion building 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, and 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 provided excellent mooring, and offer potential docking locations should there be a return to interurban marine transportation, such as hovercraft or other types of ferries.

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 generally 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 Jaycee Park, following the route of the former 12 Mile Creek and the Second Welland Canal.

7.5 HERITAGE ATTRIBUTES OF THE SUB-DISTRICT

Heritage Attributes

Heritage Attributes that exhibit and contribute to the heritage value of the Port Dalhousie Core Commercial and Harbour Area Heritage Sub-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, particularly Lock Street, Main Street and Lakeport Road north of Lock Street (formerly Front Street). Lakeport Road south of Lock Street has been re-routed and filled with the changes in canal routes and other initiatives such as the creation of Rennie Park.
- 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. 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 historic remnants of earlier structures in 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.

TOURISM

- Historic park space and beach area at Lakeside Park, with vintage 1890's Carousel
- 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).

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. Archaeological remnants outside of the boundaries of the Sub-District, ie under Lake Ontario must be conserved through separate archaeological measures.
- Surviving entry Locks from the 2nd and 3rd Welland Canals
- Archaeological remains of the First Welland Canal
- Pier and canal edges providing docking for boating as well as promenade routes

8.0 SUB-DISTRICT BOUNDARIES

8.1 BOUNDARIES PORT DALHOUSIE COMMERCIAL CORE AND HARBOUR AREA HERITAGE CONSERVATION SUB-DISTRICT

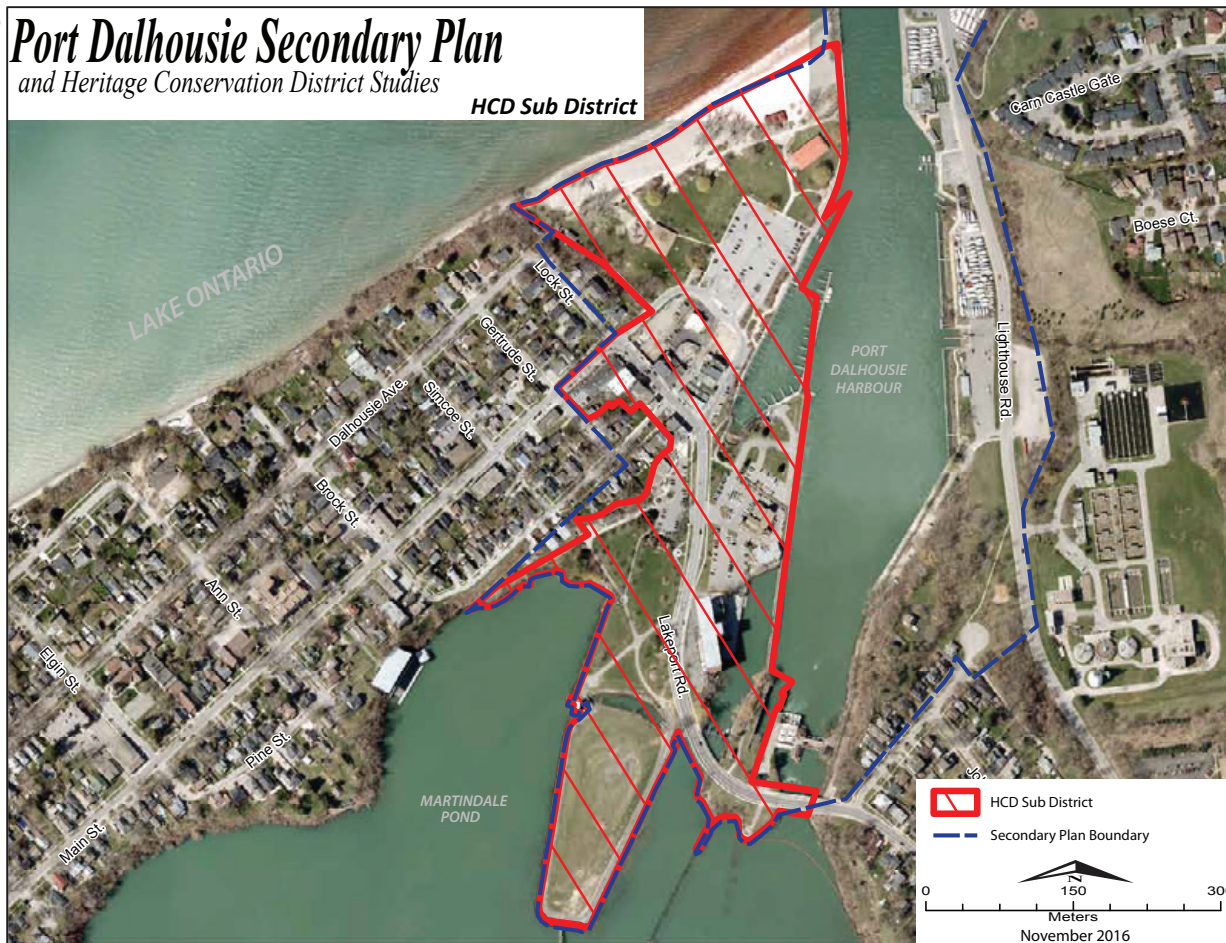
The boundaries of the sub-district are shown on the attached plan. The sub-district

boundary of The 2001 HCD Plan, for the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-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 Sub-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 2018 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 2018 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 Sub-District. Properties in this portion of the Sub-District which are defined as non-contributing to the heritage character of the area in Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution, are included within the Sub-District Boundary so they are subject to the Sub-District Guideline should alterations and/or new construction be proposed.



Boundary of the Port Dalhousie Commercial and Harbour Area Heritage Conservation Sub-District Plan

9.0 SUB-DISTRICT ATTRIBUTES AND CONTRIBUTING RESOURCES

9.1 OVERVIEW

All properties in the sub-district are included in the HCD and are subject to the 2018 Heritage Conservation District Plan. Public property, in particular paving, lighting, trees, curbs, and other landscape features in the public realm are included in the Sub-District and proposed changes to these features are also subject to the Sub-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 Sub-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.

Where this Plan makes reference to the rear of contributing properties, it is intended to mean the area immediately behind existing buildings.

9.2.2 Non-Contributing





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





9.3 HERITAGE INVENTORY, EVALUATION AND STATEMENTS OF CONTRIBUTION/ VIEWS, VISTAS AND VANTAGE POINTS

The general heritage attributes of the Sub-District are identified in the Statement of Significance. Here follows a more detailed Heritage Inventory, Evaluation and Statements of Contribution for properties in the Sub-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.





PROPERTY INFORMATION CHART (9.3.1)

Street Numbers	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'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.
9			Stirling Bank of Canada	1907	Edwardian		C	Former Stirling Bank, (now 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 corn ice on two principal facades, its brickwork, window placement on second floors, principal entrance door with flanking woodwork.
15				c2000	Contemporary Commercial		N	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.


15	<p>Wellington Hotel</p>  <p>St. Catharines Public Library photo collection, c1920</p> 			c1880	Italianate	By Law 2002-180	C	Former Wellington Hotel, (now the Lock Street Brewing Company), 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 restoration.
17	<p>Lock and Main Marketplace</p> 			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	<p>Scorecard Harry's</p> 			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.



	<p>Lock Streetscape from Main Street</p> 							<p>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.</p>
16	<p>Vacant Site</p> 							<p>Vacant Site, former structures, such as the Hyrdro Building and Erskine's Pharmacy, and the Rum Jungle were demolished for the 16 Lock Street Development. Early photographs and mapping show this site undeveloped through much of its early history. New buildings which meet the District Guideline are encouraged.</p>
16	<p>Austin House Hotel</p> 		John Harrigan	1896	Italianate and Vernacular	By Law 2002-180	C	<p>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 the three storey portions of the building 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).</p>

12	<p>Stanton Grocery Bldg.</p>  <p>St. Catharines Public Library Coll'n, c 1970</p> 		James Stanton	1897	Frame Vernacular		C	<p>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.</p>
HOGAN'S ALLEY FROM LOCK STREET								
	 <p>Illustration from pg 171 Port Dalhousie Heritage Resource Inventory</p> 						C	<p>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 secondary 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.</p>

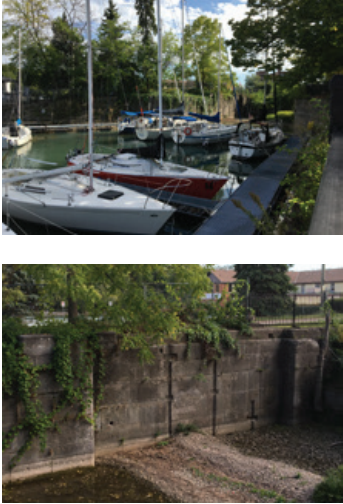

38 Lakeport Road	<p>Murphy Building</p> 						C	Murphy Building. The side elevation of the building along Lock Street is secondary to the Lakeport Street elevation, with more random, functional placement of windows and doors. As the building was altered to become a restaurant. The side door, now the main entrance may have served several former tenants of the building.
	LAKEPORT ROAD							
57	<p>Royal Canadian Legion Building</p>  			c.1870 (Part) 1900- -c. 1950-5			N- see notes	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 it 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. Some surviving industrial remnants of the building used to service canal components remain incorporated into the building. Fenestration patterns have been much altered. The pre 1900 fabric has heritage value. Prior to issuing a demolition permit the municipality may require a Heritage Impact Assessment to describe means by which surviving historic fabric will be conserved or commemorated in a replacement project.
61	<p>Pier 61 Restaurant</p>  <p>Photo credit: St. Catharines Standard</p>			c. 2000	Contemporary		N.	A contemporary commercial building. The existing Pier 61 restaurant is non-contributing and may be replaced with a building that fits the Guideline.



63	<p>Maple Leaf Rubber Company</p> 			1898	Edwardian		C -see notes	<p>The 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. It is important to conserve whole and insitu. Early photographs indicate a cornice on the east side, now missing. Modern additions are non-contributing and may be demolished.</p>
52					Vernacular	By Law 2002-180	C	<p>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 building contributes to the District by its age, built during its original industrial purpose and form, its simple shed roof. As one of the two remaining 19th century industrial canal buildings, it is important to conserve insitu and whole. 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).</p>





69a	<p>Lock Tender's Shanty</p> 			1887	Gothic Revival	By Law 2002-180	C.	<p>The Lock Tender'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>
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Planning and Building Services, Planning Services Recommendation Report ...	<p>Lock No. 1, Third Welland Canal</p> 		c. 1874				C.	<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 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>
48	<p>Johnston and Son's Shoes and Boots</p> 		c1870				C.	<p>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.</p>





<div> <div>...</div> <div>Planning and Building Services, Planning Services Recommendation Report</div> </div>	52							N-see notes	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							
	<p>Lock Number One, Second Welland Canal</p> 		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. There may also be archaeological remnants of the former lock under Lakeport Road. 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>
38 Lakeport Road	<p>Murphy Building</p>  <p>Detail from undated postcard, St. Catharines Public Library Collection</p>			1885	Italianate	By Law 2002-180	C	<p>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.</p>




28	<p>Murphy/Walkerly</p> 			c.1892-96	Vernacular, Front Facing Gable		C	<p>Mackie's Grocery - The building was constructed where the eastern part of the Wood House Hotel was situated. The lot was purchased by Edward Murphy in 1885 but was sold in 1892 to Agnes Fleming, a dry goods merchant, suggesting construction occurred between 1892-96. In 1895 it was sold to the Walkerly family, who owned it for 20 years. A number of merchants have operated from here. A simple timber front facing gabled building, which started with a single storey open verandah, later enlarged and enclosed. It's two storey verandah is an important feature and supports the unique Lakeport Road streetscape. As one of the few remaining early buildings, it supports the heritage character of this section of Lakeport Road, and is important to conserve whole and insitu. It retains its relationship to the canal and its simple form, a glazed commercial front with central door. Heritage attributes include, the two storey front gabled form, the verandah and its general facade arrangement reflecting a residence over a store. There is sufficient photographic evidence to restore the building should such an opportunity arise.</p>
26	<p>Walkerly Building</p> 			1865			C	<p>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, and is important to conserve whole and insitu. Restoration of the verandah and the elevation to an earlier shopfront and window openings could be considered.</p>





18a	<p>Dwyer's Grocers</p> 			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. As one of the surviving 19th century structures it is important to conserve whole and insitu.
14	<p>Stanton Bros.</p> 			1880			C	Built as Stanton Bros. Groceries Fruit & Company, (now Za Pizza Joint), this 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. As one of the surviving 19th century structures it is important to conserve whole and insitu
10A-12	<p>Empty Lot</p>  <p>Demolished- Port Mansion/Port Hotel</p> 							The building that was on this site was demolished as part of clearing the 16 Lock Street Site for redevelopment. 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 verandah is encouraged in a replacement building, as set out in the District Guideline.

	<p>Lakeport Streetscape</p>  <p>Mid 20th century photograph, St. Catharines Public Library Collection</p> 							<p>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.</p>
16	<p>Port Dalhousie Jail</p>  					De-designated By Law 2002-180	C	<p>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 building 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 chimney represents the early wood fueled heating. (Prisoners were expected to supply firewood).</p>

Planning and Building Services, Planning Services Recommendation Report	<p>Lakeside Park</p>   <p>Sports Field at Lakeside Park File no.D417380, Niagara Falls Public Library Images Data Base</p> 	Niagara, St. Catharines and Toronto Railway Company	1902				C	<p>Lakeside Park is an evolving 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 visible at the surface as well as archaeological remains, the open landscaped areas, the long sand beach, trees, the carousel, and the paved edge along the canal.</p>
	<p>The First Welland Canal</p> 						C. (archaeology)	<p>Recent archaeological investigation confirmed that remnants of Lock one of the First Welland Canal are buried at the south-west area of Lakeside Park. because Lakeside Park was created through landfill it is reasonable to assume that additional remains are present below the park and the associated parking lot. Archaeological remains are significant heritage attributes and shall be protected and conserved insitu.</p>

9	<p>Carousel Building</p>  <p>Photograph showing the original location of the carousel at east side of Lakeside Park, Collection St. Catharines Public Library</p> 	Niagara St. Catharines and Toronto Railway	1981, 1903 1921 (see text)	Post Modern		Designated under Part IV, Bylaw 83-127	C-see notes	<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 the wood carvings. The carousel was moved to this location away from potential flooding and housed to protect it from the elements. The heritage attribute is the carousel itself, the building that houses it is non-contributing and may be replaced. It would also be permissible to relocate the carousel in a new housing in another location in the park.</p>
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<p>Rennie Park</p>  <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)							<p>Adjacent to the Sub-District Boundary, the harbour as an open body of water, the piers either side of the harbour entrance and the lighthouses and walkways on the east side of the harbour have a significant contextual relationship to the District and are important in views from the Sub-District and as vantage points to the Sub-District. They are discussed in the Heritage Evaluation for reference purposes and to encourage their continued conservation.</p>
<p>Lighthouses</p> 								<p>The outer lighthouse and the pier are federally owned and administered. The inner lighthouse is owned by the municipality. They are outside the 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 2018 HCD. The lighthouses are designated under Part IV of the Ontario Heritage Act. The piers are federally owned and maintained in co-operation with the municipality.</p>

	1879, c1898						In Adjacent Area	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.
 Photo credit: Lighthouse friends	1879	Federal Gov't				Designated Part IV, 1997	In Adjacent Area	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 aluminum siding in 1970. Its heritage attributes include its plan, timber construction, wooden exterior trim, wood frieze, woodbracketed lookout with metal railing, gabled doorway, for horn, lantern, green paint as defined by Coast Guard regulations. Now clad in aluminum, its original shingled siding should be restored.
		1898				Designated Part IV, 1997	In Adjacent Area	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 should be restored, along with hidden window openings.
The Piers 							In Adjacent Area	Public access to the piers is important to maintain. The simple concrete walking and driving surface conveys the industrial purpose of the canal edge. The heritage attributes include the wide concrete surfaces and surviving marine artifacts from port use such as boat docking equipment.



Views Analysis

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 Sub-District. Some views are from fixed vantage points, others are experienced kinetically, 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 text describe the important features of the views to clarify what aspects of the views are important to protect.

Kinetic Views

— Continuous View Path

- ① Lakeport Road
- ② Harbour Walk/Waterfront Trail
- ③ West Harbour Edge
- ④ East Harbour Edge
- ⑨ Hogan's Alley

— Secondary Plan Boundary

Static Views

- ⑤ Rennie Park "Plateau"
- ⑥ South Rennie Park
- ⑦ East of Lock 1 Second Canal
- ⑧ East Federal Pier
- ⑩ Lakeport Road
- ⑪ Jail and foot of Main Street
- ⑫ Main Street
- ⑬ Lakeside Park
- ⑭ Lakeside Park Beach

VIEW 1: LAKEPORT ROAD

A sequence of views experienced while in motion through the “delta”, (former port lands) representative of the progression along Lakeport Road, starting at the bridge and causeway over the Third Welland Canal and ending at the First Lock of the Second Welland Canal. The overarching experience in this kinetic sequence is of an open landscape with many water views occasionally interrupted by surviving buildings built in relation to former canal operations. The route provides an introduction to many aspects of the cultural landscape of the canal village of Port Dalhousie, most importantly to two of the three former Welland Canals, as well as Martindale Pond. The images and viewpoints chosen are representative of the kinetic sequence, but are not intended to be the only points of value in the sequence. The identified features may be experienced from other vantage points.



1a To the west a view across Martindale Pond to Rennie Park, and the embankment“ beyond (Google Earth)



1b 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. (Google Earth)



1c To the north to the Locktender's Shanty and the entrance to the Harbour Walk (Google Earth)



1d To Maple Leaf Rubber across St.Catharines Generation (Google Earth)



1e To the west a view across Rennie Park and beyond to the landscaped embankment and houses on the "plateau" (Google Earth)



1f looking east past the Legion building to the harbour, piers and lighthouses. (Google Earth)



1g Moving north, close views passing beside Rennie Park to the west and the embankment with commercial buildings built into the embankment and houses on plateau above. (Google Earth)



1h View sequence ends with closed view At Lock Street, adjacent to First Lock of the Second Welland Canal and commercial buildings facing onto Lakeport Road and the former Second Welland Canal. (Catherine Nasmith)

VIEW 2: HARBOUR WALK/ WATERFRONT TRAIL

A sequence of views experienced while in motion through the “delta”, (former port lands) representative of the progression 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 including views of boats moored at the yacht club, the lighthouses in the distance, and the harbour entrance. The overarching experience in this kinetic sequence is of the canal landscape, including some buildings formerly associated with the former canal’s industrial activity. The images and viewpoints chosen are representative of the kinetic sequence, but are not intended to be the only points of value in the sequence. The identified features may be experienced from other vantage points.



2a Locktender’s Shanty (Catherine Nasmith)



2b Weir of First Lock of Third Welland Canal (Catherine Nasmith)



2c Across First Lock to Maple Leaf Rubber Building (Catherine Nasmith)



2d First Lock of Third Welland Canal (Catherine Nasmith)



2e Path continues towards open view of Harbour and Legion (Catherine Nasmith)



2f Open View of harbour, lighthouses in distance (Catherine Nasmith)



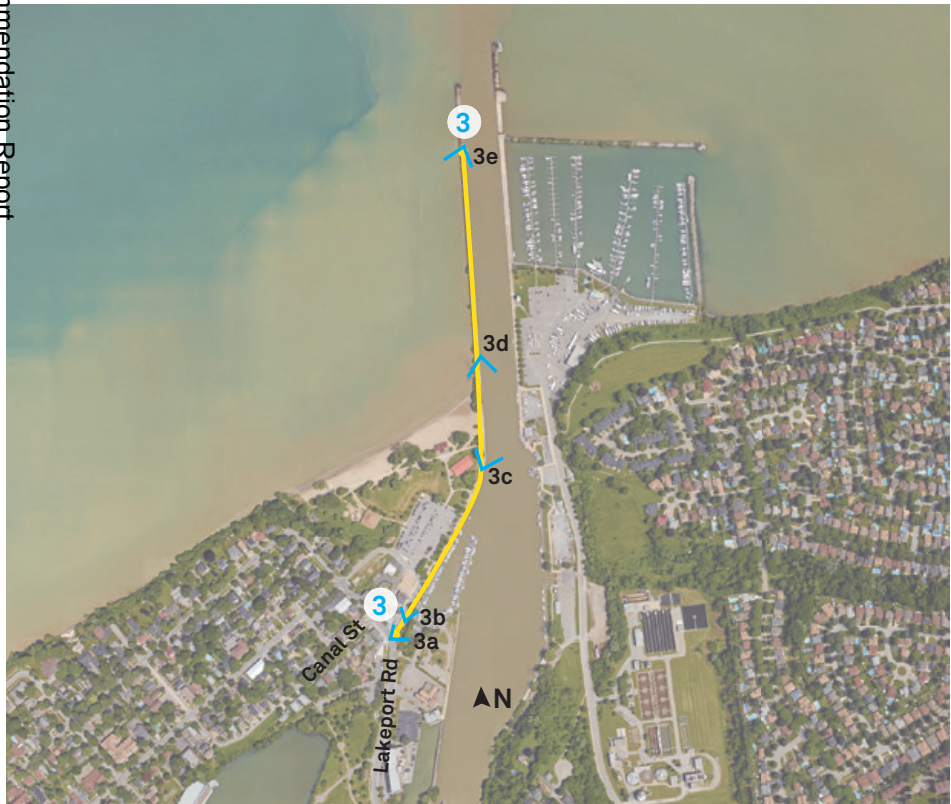
2g Nearing the end of Harbour Walk (Catherine Nasmith)



2h Panoramic view from the end of Harbour Walk, boat mooring, buildings on Lakeport Road, Lakeside Park, Harbour entrance and lighthouses in distance. (Catherine Nasmith)

VIEW 3: THE WEST HARBOUR EDGE

A sequence of views experienced while in motion along the west harbour edge and out along the west pier beginning at the First Lock of the Second Welland Canal. The walk offers sequential views of the historic canal commercial buildings, the First Lock of the Second Welland Canal, the open canal, the opposite bank, yachts moored in the harbour, the lighthouses and progresses out along the pier to open views of the founding landscape and open views of Lakeview Park, the beach and Lake Ontario. The overarching experience in this kinetic sequence is of the open water and canal landscape out to the harbour entrance, along the historic edge of the Second Welland Canal and the Port Dalhousie Harbour. The images and viewpoints chosen are representative of the kinetic sequence, but are not intended to be the only points of value in the sequence. The identified features may be experienced from other vantage points.



3a Boats moored in the harbour, and First Lock of the Second Welland Canal, as well as views to opposite bank. (Catherine Nasmith)



3b Commercial buildings facing the canal edge, view across to the opposite bank and lighthouses and out to the mouth of the harbour. (Catherine Nasmith)



3c The canal and lighthouses on east side of canal/harbour.
(Catherine Nasmith)



3d From east pier back towards harbour and Lakeview Park, evident is the change in topography from the shore (delta) to the buildings clustered on the "plateau" with the landscaped "embankment" between.
(courtesy City of St. Catharines)



3e Similar to 3d, but showing end of the peninsula with the shore of Lake Ontario beyond. (courtesy City of St. Catharines)

VIEW 4: THE EAST HARBOUR EDGE (ADJACENT)

A representative sequence of views experienced while in motion along the east harbour edge and out along the east pier beginning at the east side of the First Lock of the Third Welland Canal. The walk, from vantage points in areas adjacent to the District, offers panoramic views across the harbour to the commercial core of Port Dalhousie to the Maple Leaf Rubber Factory, the historic canal commercial buildings, yachts moored in the harbour, passing the yacht club and the lighthouses and progressing out along the pier to open views of the harbour entrance and finishing with Static View 8, a panoramic view across Lake Ontario. From this walk a panorama of the founding landscape and the relationship between the delta, the embankment and the plateau can be seen. The images and viewpoints chosen are representative of the kinetic sequence, but are not intended to be the only points of value in the sequence. The identified features may be experienced from other vantage points.



4a Part view of Maple Leaf Rubber and the stone walls of the former Welland Canal. (Catherine Nasmith)



4b Along East Harbour Edge, docking and long view to Lakeside Park. (Catherine Nasmith)



4c Towards Lakeside Park and Harbour Entrance (Catherine Nasmith)



4d Looking back towards Lakeside Park and Core Commercial and Harbour Area (Catherine Nasmith)



4e Towards Legion Building and Lakeside Park (Catherine Nasmith)



4f Towards Lakeside Park and Commercial Core Area. Maple Leaf Rubber is visible in the background, dominating the landscape. (Catherine Nasmith)



4g Inner Light House with Outer Lighthouse in background (Catherine Nasmith)

VIEW 5: RENNIE PARK “PLATEAU”

To the south, a view across Martindale Pond and the bridge linking Rennie Park to Royal Henley Park and Ontario Jaycee Gardens 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.



5a Maple Leaf Rubber Factory in distance (Catherine Nasmith)



5b Across Rennie Park to Martindale Pond (Catherine Nasmith)

VIEW 6: SOUTH RENNIE PARK

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



6 Across Martindale Pond (Catherine Nasmith)



VIEW 7: EAST OF LOCK 1 SECOND CANAL

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



7 Towards 19th century commercial buildings (Catherine Nasmith)



VIEW 8: 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 (*Catherine Vasmith*).



From east federal pier



VIEW 9: HOGAN'S ALLEY

A sequence of views experienced while in motion through Hogan's Alley, a lane that is an ongoing focus for commercial activity. Entering at the 'plateau' level the view is framed by the backs of the commercial buildings fronting on Lakeport Road. The route follows the lane down the "embankment" and then turns to give a view of the "delta" to Lakeside Park. The views would be enhanced by being framed by new development on the west side, and at the south east, replacing former buildings along this route. The images and viewpoints chosen are representative of the kinetic sequence, but are not intended to be the only points of value in the sequence. The identified features may be experienced from other vantage points.





9a Entrance to Hogan's Alley with views of the secondary commercial frontages of the upper level of properties that also front onto Lakeport Road. (Catherine Nasmith)



9b Part way down the 'embankment' Hogan's Alley shifts towards an open view of Lakeside Park and Lake Ontario beyond. Removal of a few trees would open the water view. (Catherine Nasmith)

VIEW 10: 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 which once fronted more directly on the Second Welland Canal.



10 Row of commercial buildings (Catherine Nasmith)



VIEW 11: JAIL AND FOOT OF MAIN STREET

The view of the 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 shows it isolated from surroundings with an open area around it.



11 Towards the Port Dalhousie Jail (Catherine Nasmith)



VIEW 12: MAIN STREET

A view looking north from the “plateau”, across the “embankment” to the “delta”, ie. east down Main Street from Lock Street looking north across Lakeside Park, Port Dalhousie Harbour and Lake Ontario beyond. This view could be enhanced by removal of service buildings at the foot of Main Street and removal of vegetation to open view to the Inner Lighthouse.



12 Looking north from the “plateau” (Google Earth)



VIEW 13: LAKESIDE PARK

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



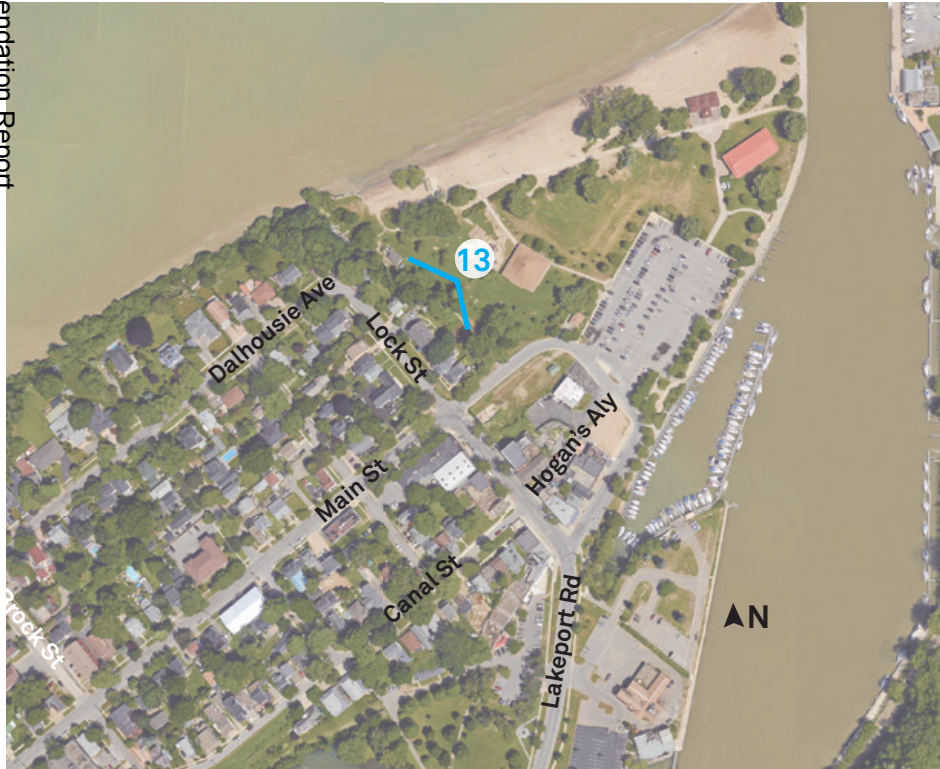
13 Landscaped “embankment” slope (Catherine Nasmith)

VIEW 14: LAKESIDE PARK BEACH

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



14 Across the open beach, west pier and harbour (Catherine Nasmith)



9.4 POTENTIAL PART IV DESIGNATIONS

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

By-law #	Feature Address
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



16 Lock Street, the former Lakeside Hotel retains some interior features which may warrant designation of the property under Part IV of the Ontario Heritage Act (Catherine Nasmith)

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.



Lakeside Hotel, late 1960's
(St. Catharines Public Library)

10.0 CONSERVATION POLICIES AND GUIDELINES

10.1 OVERVIEW- CONSERVATION INTENT

The conservation intent within the Sub-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 Sub-District to force property owners to restore their property. On the contrary, the Plan 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 Heritage Inventory, Evaluation and Statements of Contribution with particular regard for the views and vistas described in 9.3.1, 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 buildings on non-contributing properties.

Proposals for new ancillary buildings or additions to buildings on non-contributing properties are to be in keeping with the Sub-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 Plan 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

The guidelines apply only to areas that can be seen from the public realm. Nothing in these Guidelines shall prevent the building of additions, or alterations to the rear of properties, or new buildings that are permitted under the zoning bylaw. However, construction at the rear of contributing properties shall generally be compatible with and subordinate to the contributing property and should generally not appear to 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 curb on the opposite side of the street, or a distance of 20m, whichever is less. See 10.5.6 Industrial Buildings for height policy and guideline for the Maple Leaf Rubber Building.

The following items may be undertaken without 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, verandahs, steps, decks, 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
- Installation of exterior lights.
- Installation of decks at rear of building when not visible from the public realm.

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 shall 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.



Former Lion's Hotel, Wellington Hotel, red and yellow brick

- 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.



Wood shingles on the Lock keeper's Shanty
(Catherine Nasmith)

- 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 shall 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 or yellow 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.



A well preserved wooden shopfront and upper level windows conserving the heritage fabric

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.



Front Street (Lakeport Buildings) and Lock Street. Verandahs and canopies contribute to the streetscape, providing protection for pedestrians and sidewalks, Ontario Archives DIN1002486

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 verandahs.
- Maintain open verandahs.
- Re-opening of closed-in verandahs is encouraged.



Handsome wood cornice on former hotel building provides protection for masonry and is one of only a few cornices that survive on the Italianate style commercial buildings in Port Dalhousie.

- 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 verandah is permitted if evidence can be produced that such a verandah existed.

10.4.6 Woodwork, Decorative Elements

Decorative woodwork is an important aspect of the Sub-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.

10.4.7 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 a HCD 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.

10.4.8 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, as identified in Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution, shall not be supported unless it has been demonstrated by a qualified heritage professional, i.e. CAHP member that a building, or part thereof, is non-contributing. Demolition permits shall be

refused except in exceptional circumstances such as a structural instability or extreme dereliction where judged by a qualified heritage professional, eg. to be incapable to rehabilitate. All efforts shall be made by the municipality to enforce property standards and prevent "demolition by neglect."

Demolition of non-contributing properties will be permitted, if the replacement building, as shown in the building permit plans, is acceptable under these guidelines.

To conserve the fine grained building pattern of the HCD, particularly along Lock Street and the west side of Lakeport Road, except in cases where larger buildings are permitted under zoning bylaws, replacement buildings will be generally 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 shall not be permitted. Additions should not overwhelm the original building. Alterations to restore documented lost heritage features are encouraged. Additions at the rear of contributing buildings shall generally be compatible with and subordinate to the contributing building and shall generally not be higher than the main roofline of the contributing building as seen from the sidewalk on the opposite side of the street,

or from 20m away in the public realm. Additions to contributing buildings 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 10.5.5 Commercial Structures and 10.5.6 Industrial Buildings.



Contemporary yet compatible and respectful infill commercial building from Queen St W in Toronto (Google Earth)

10.5.3 Infill Buildings

New buildings in the Sub-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 Sub-District. The reconstruction or restoration of historic structures within the Sub-District shall 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 Sub-District character may be permitted.

See also guidelines for infill in Sections 10.5.5 Commercial Structures and 10.5.6 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, i.e. a member of the Canadian Association of Heritage Professionals.

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. Previous demolitions along Hogan's Alley (that were to be replaced by new buildings that have not subsequently been built) have diminished its place as a secondary commercial/ pedestrian route. Infill buildings will strengthen its role as a vibrant, intimately scaled commercial, predominantly pedestrian route.

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 in situ, 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 facade 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 verandah. 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.

Verandahs: In Port Dalhousie, the ground floor and second floor are often separated by a verandah structure. Some of the verandahs are missing. Many of the remaining verandah structures have been altered from open to enclosed verandahs. Where there were second floors, there were doors to access the outdoor area. Refer to historic photos for verandah locations and details.

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).



Lakeport Rd (Front St row showing typical arrangement of commercial buildings, division between shopfront on ground and upper level living, hotel or office spaces.

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 verandahs where there is evidence they previously existed.

SIGNAGE

- Use older photographs to establish appropriate sign styles and types.
- Do not use 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.
- Commercial signs shall be painted on the sign band, or using raised wood or metal lettering affixed to the sign band,
- Painted signs on shop glazing is encouraged.
- Small hanging signs or banners affixed at right angles to the building face are encouraged provided there is 2.4 m

clearance above the sidewalk to the underside of the sign

- Where there are verandahs, signage may be affixed to the verandah
- Repainting of former commercial signs such as "Austin House" on the sides of buildings is encouraged.
- Commercial signs require a heritage permit.

REPLACEMENT

- See 10.5.1 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 Sub-District. That diversity is encouraged by:

- the maximum floor area for an individual shop/retail/artisanal operation shall generally not exceed 400 sq. m. Restaurants shall generally not exceed 550 sq. m. Under special circumstances, in infill buildings, stores proposing larger areas may be considered, provided that all other requirements for shop facades are met.
- the maximum width for retail/artisanal shop-front should be no more than 12m.
- In order to be able to continue to read

the building divisions of the historic streetscape, shops/retail/artisanal spaces should 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

To ensure a compatible street wall with contributing fabric, new commercial

buildings facing along Lock Street and the west side of Lakeport Road shall generally be no higher than the tallest contributing building (3 stories) for the first 7.5m from the streetwall. The buildings that form the face of the street wall shall generally be constructed using red or yellow brick, glass, timber, and cement based stucco (rough-cast). Minor use of steel or aluminum 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 shall be designed as discussed for contemporary shop-fronts.
- Encourage inclusion of verandahs 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.
- Buildings that form the street wall shall generally 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,
- Shall generally not be visible above the

- rooflines of the contributing buildings when viewed from the sidewalk on the south side of Lock Street opposite the contributing building or from the angled parking area on the east side of Lakeport Road.
- Shall avoid mimicry of historic styles and detailing.
- Shall generally 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.

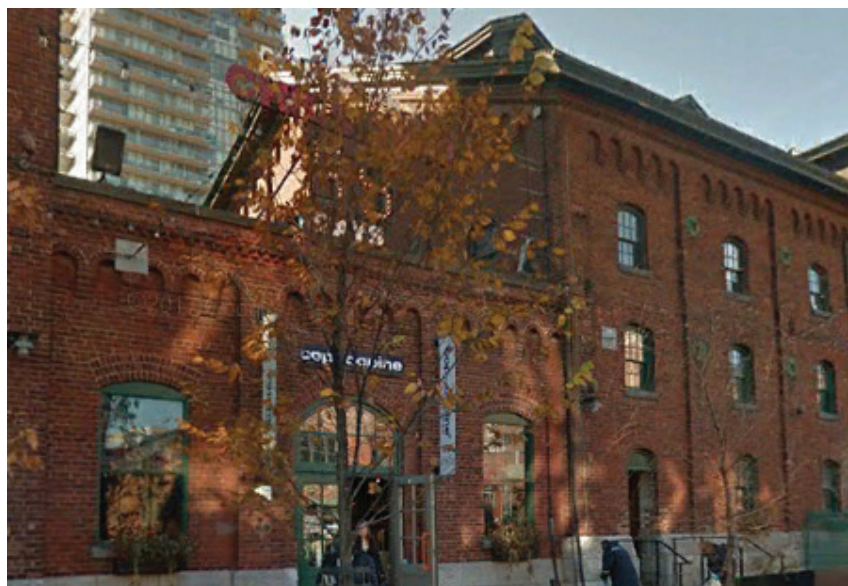


View of Maple Leaf Rubber from the Harbour showing former wing and tower. Ontario Archives DIN 10013903

- Shop-fronts shall be designed as discussed for contemporary shop-fronts.
- Shall generally 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 two remaining industrial buildings, the former Muir Brothers Dry Dock Building now called Dalhousie House and the large 19th century multi storey gridded timber and heavy masonry building, The Maple Leaf Rubber Building, currently Lincoln Fabrics.



Industrial building adapted for commercial use in Toronto's Distillery District with small hanging signs at right angles to building, and minor additional painted wood signage above entrance, retention of existing industrial windows as display windows, and new entrance in former window opening. Google Earth

Found on the "delta" area, these buildings were sited in relation to canal and shipping operations. As the two 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 is public parkland and harbour-side walkways, some as parking lots. Some sites have potential for development.

The Legion building incorporates some heritage attributes from its former role as former canal works building, but is now a

commercial structure, with many alterations and additions. More detailed descriptions of the heritage attributes of these buildings can be found in Section 9.3 Heritage Inventory, Evaluation and Statements of Contribution. See 9.3, 57 Lakeport Road. Only the surviving 19th century industrial fabric should be conserved.

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



Toronto example of an Edwardian heavy masonry construction building that has had a two storey addition on the roof. (Catherine Nasmith)

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 enlarge windows. Access to ground floor retail, commercial or artisanal space may be achieved by converting existing window openings to doors by lowering the sills, but not widening the existing openings. Access may also be achieved through interior entrances.
- Retail or artisanal commercial uses may occur at ground level, using existing windows openings for display purposes. See SIGNAGE.
- Additions to industrial buildings are encouraged where re-introducing former wings or features.
- When there is sufficient evidence to restore lost features or wings, restoration may be considered, alternately re-instated wings may be designed in a contemporary and compatible style.
- Two additional stories may be added to Maple Leaf Rubber provided the addition is clearly distinguishable from the existing floors. The preferred approach is to extend the heavy masonry and timber construction upwards while demarcating the addition from

the existing building through subtle changes in masonry to additions and fenestration. Other approaches may be considered provided they are compatible; do not confuse or overwhelm the style of the existing building, do not obscure historic elevations and ensure they are distinguishable from the existing fabric.

INFILL

- Additional density in the area south of Lock Street, east of Lakeport Road and west of the harbour 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. As long as open views to the water are preserved between buildings, and new buildings are separated from the historic buildings, they may be linked to the former Maple Leaf Rubber building with minor connections such as upper level bridging.
- Infill buildings shall be visually subordinate to the Maple Leaf Rubber building.

SIGNAGE

- New commercial signage on industrial buildings must be modest in scale and preferably 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.

Exceptions may be considered for other types of signage on a case by case basis, such signage will be modest in scale, use traditional materials such as painted wood, or cut metal or wood lettering. Backlit signs will not be permitted. 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, i.e. below 1metre in height.



Carousel Building

10.5.7 Port Dalhousie Jail (Lock up)

The Port Dalhousie Jail and its historic relationship to the First Welland Canal with open space around it and open sky above shall be conserved. Retain an appropriate separation or setback to any adjacent structure with an approximately 1:1 ratio between the height of the surrounding buildings and the width of the open space between the jail and surrounding buildings, i.e. a 9m tall building face would require an approximately 9m separating distance. 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 heritage architect, eg. 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 Plan 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 Heritage Character



Lock Street c. 1920, Wellington Hotel: verandah, and sidewalk directly in front of hotel, but basic footpath to the east

Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.1 Views, Vistas and Vantage Points. The simple character of the streetscape, generally 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 for the first 7.5m from the streetwall.

- Encourage the re-introduction of verandahs.
- Conserve the views to the First Lock of the Second Welland Canal.
- Conserve asphalt paving and concrete sidewalks.



Wellington Hotel, circa 1900, note mud street

10.6.2 Lakeport Road

Lakeport Road's character changes along its route, which is described in sections 6.2 Heritage Character, 7.4 Heritage Character Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.1 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 shall 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.
- Consider interpretive landscape features to identify the route of the Second Welland Canal.

- Avoid blocking of open views with new plantings.
- Conserve pedestrian and cycling routes along Lakeport Road as part of the kinetic views.
- Avoid road widening.

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

- Conserve contributing buildings.
- Construct new buildings on the currently empty site, formerly occupied by Port Mansion, north of the contributing row of buildings to re-instate the streetwall.
- Do not construct new buildings east of Lakeport Road to preserve views to the Harbour.
- Avoid blocking of open views with new plantings.
- Conserve or narrow existing road width.



The alignment of Lakeport Road is recent and crosses over portions of the former Second Welland Canal, which passed west of the Maple Leaf Rubber Factory. Its current character allows open views to the water (Catherine Nasmith)



(Front Street) Lakeport Road North of Lock Street circa 1900, including two former hotels at north edge, which continued the built edge including verandahs, also note open character of port landscape. Also note the lock and boat hardware in foreground. Ontario Archives DIN 10002486



South of Lock Street, the path of the former canal is echoed in the alignment of the shops (Catherine Nasmith)

10.6.3 Hogan's Alley

Hogan's Alley's character is described in sections 6.2 Heritage Character, 7.4 Heritage Character Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution, and 9.3.1 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 at ground level along its length.
- Mixing pedestrian and minor vehicular access on the same road surface.



Shows the slope of the street as well as the change in level of the embankment in the street and also in the Lakeport Road, (Front Street) buildings, one story on Hogan's Alley, two on Lakeport Road. More than a lane, not quite a street, Hogan's Alley should be re-inforced with new buildings along its length to become an active part of the commercial core. (Catherine Nasmith)

10.6.4 Main Street

Main Street's character is described in sections 6.2 Heritage Character, 7.4 Heritage Character Statement, and 9.3.1 Views, Vistas, and Vantage Points.

It's steep grade as part of and adjacent 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.
- Preserving a view to the Port Dalhousie jail from its northern end.
- Encouraging retail, live work and artisanal

uses at grade.

- Residential lobbies may be accessed from Main Street
- Retaining a pedestrian and cycle route along its length.
- Conserving an asphalt surface.

10.6.5 The Street with No Name

Dubbed "The Street with No Name" it connects Lakeport Road to the north end of Main Street 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. There is little in early photographs to describe its early character, but as the canal was filled in, it is likely that it would have been an unpaved service route similar to other streets in the commercial and industrial port.

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:

- Have retail, live work, artisanal uses or other active commercial, cultural or community uses at ground level.



Main Street north of Lock has been generally undeveloped through its history. 20th century buildings were removed for re-development of the 16 Lock Street site (Google Earth)

Consider providing a wide sidewalk or narrow plaza along the front edge to commemorate the former canal edge and provide places for restaurant patios or outdoor retail. Ensure that archaeological remains of the First Welland Canal are conserved insitu and commemorated.

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 Heritage Character Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution and 9.3.1 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 broom finished poured concrete.
- Retaining the adjacent harbour as an open water body, i.e. avoid land fill.



Utilitarian character of Third Canal edge, with marine equipment retained (Catherine Nasmith)

10.6.7 Lakeside Park

Lakeside Park is described in sections 6.2 Heritage Character, 7.4 Heritage Character Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution and 9.3.1 Views, Vistas and Vantage Points.

The park, created by filling in a marshy area at the mouth of 12 Mile Creek as well as filling over the former First Welland Canal is a generally open and level area with large lawn areas, tree plantings and a wide expanse of sandy public beach. It has had many structures built and removed as its



Historic image sports and bleachers in Lakeside Park, circa 1910 (Niagara Public Library)

purpose has evolved. In private ownership it had more pavilions and sports facilities relating to its use as a private amusement park open to the public, prior to that there had been small wooden cottages. Of these, the most significant remnant is the carousel which is contributing but which is housed within the non-contributing carousel building.

The landscape elements of the park can change and alter as needs change. In making changes ensure:

- Important views to Lake Ontario, the harbour, lighthouses, the embankment, the Port Dalhousie Jail and the customs house are conserved or enhanced.
- Archaeological remnants of the First Welland Canal are conserved on land and underwater.
- Retain the level plane of the “delta”, i.e. the filled area.
- Retain and do not obscure the treed and landscaped embankment which marks the edge of the former shoreline.
- Commemoration and interpretation of the First Welland Canal.
- Commemoration/illustration and celebration of indigenous history.
- Commemoration of the private ownership and amusement park history.
- Trees are selected from the species list in

Section 10.6.10.

- Consider re-introducing some marsh areas and indigenous plantings.
- Consider removal of a limited number of trees to open views to Lake Ontario from Hogan’s Alley and Main Street.

10.6.8 Rennie Park

Rennie Park is described in sections 6.2 Heritage Character, 7.4 Heritage Character Statement, 9.3 Heritage Inventory, Evaluation and Statements of Contribution and 9.3.1 Views, Vistas and Vantage Points.

Rennie Park, created by filling in the Muir Brothers Dry Dock is a generally open and level area with large lawn areas, minor tree plantings, walks and pathways. Dalhousie House is an important industrial remnant from the Muir Brothers long standing business in this location. Some areas were

augmented during dredging of Martindale Pond in the 1990's. The park offers important vantage points to the former Welland Canal route, Martindale Pond, and the embankments on both sides of the "delta".

The landscape elements of the park can change and alter as needs change. In making changes ensure:

- Important views to Martindale Pond, the route of the former Welland Canal, and the embankment are conserved.
- Dalhousie House is conserved and maintains at least occasional public

access to the interior.

- The working history of the site is commemorated.
- Archaeological remnants of the dry dock and canal operations are conserved.
- Retain the level plane of the "delta", i.e. the filled area.
- Retain and do not obscure the treed and landscaped embankment which marks the edge of the former shoreline.
- Encourage new landscape elements to commemorate the dry dock and Second Welland Canal.
- Commemoration/illustration and celebration of indigenous history.
- Trees are selected from the species list in Section 10.6.10.

10.6.9 Public Walkways/Pedestrian and Cycling Routes

There are many public walkways and cycling routes throughout the Sub-District which offer kinetic views and vistas of important heritage attributes. Wherever possible when altering or adding new routes commemorate the industrial history and the founding landscape features of Port Dalhousie by:

- Connecting important views and historic sites.
- Following former edges such as the canal or dry dock edges, or former canal tow routes.
- Providing commemorative materials along the routes.



Panorama of Rennie Park including Dalhousie House, former Muir Brothers Building (Catherine Nasmith)

- Respect the utilitarian industrial history of Port Dalhousie by:
- Utilizing utilitarian materials like concrete and asphalt for public routes
 - Retaining former marine artifacts

10.6.10 Trees

The municipality is responsible for the public works within the road right of way and for the open space parkland within the Sub-District. The planting and maintenance of the street trees makes a significant contribution to the heritage landscape character.

The majority of street trees are mature, wide canopy deciduous trees - primarily silver maple, red oak, sugar maple, horse chestnut, catalpa, ash, and mountain ash. These species have green foliage in the summer with colourful reds, yellows, and golds in the fall season. More recent additions to the street tree collection include red leaved Crimson King maple, Norway maple and flowering crabapples. These species even when mature do not duplicate the size or character of the existing streetscape.

Therefore, it is recommended that as street trees mature they should be replanted and

where possible the new trees should be large canopied, green foliage deciduous trees. No further planting of Norway maple, flowering crabapples or Crimson King maple is recommended. The following trees are suitable as street trees in the district especially given the wide boulevard planting location:

Scientific Name	Common Name
Acer saccharinum	silver maple (including cutleaf varieties)
Acer saccharum	sugar maple
Aesculus hippocastanum	horse chestnut
Aesculus glabra	Ohio buckeye
Carpinus caroliniana	ironwood
Ginkgo biloba	ginkgo (male only)
Gleditsia triacanthos var. inermis	honeylocust
Gleditsia triacanthos var. inermis	'Sunburst', sunburst honey locus
Juglans spp.	walnut
Platanus x acerifolia	London plane tree
Quercus rubra	red oak
Robinia pseudoacacia	black locust
Sorbus aucuparia	mountain ash
Tilia spp.	linden
Ulmus rubra	red or slippery elm



Utilitarian brushed concrete treatment of canal edge walkway is respectful of working history of the canal village (Catherine Nasmith)

- Existing trees should be monitored on a regular basis to ensure that they remain healthy. Pruning of dieback, fertilization and pesticide treatments should be undertaken as required to preserve the existing trees.
- Undertakings such as road widenings and installation of new underground services or overhead utilities should be assessed prior to the start of construction to determine if they will negatively affect the existing street trees.
- New driveway entrances and parking areas on private property should be carefully planned to ensure that



Sign post from Alton Mill, a standard treatment was developed for the site which suited the character of that place. Different types of signs are handled in a consistent way (Catherine Nasmith)

compaction of the street tree root system does not occur. Generally, an area around the base of the trees equal in diameter to the crown of the tree should remain undisturbed to protect the long term health and survival of the tree.

10.6.11 Signage

Signage should be helpful but not visually overwhelming, generally kept modest in scale. Avoid backlit or electronic signage, sign lighting should be from lights affixed to the buildings for free standing signage, from sign stands or lights in the ground.

See sections 10.5.5 and 10.5.6 for sign guidelines for commercial and industrial buildings.

Street signage

- Consider developing street signs that include reference to the Port Dalhousie Heritage Conservation District.

WAYFINDING SIGNAGE

- General way finding signage shall be unobtrusive, generally placed in the boulevard or landscaped areas and be designed in a modest contemporary style.
- Wayfinding signage should be below 1m in height.
- Backlit signs will not be permitted.

- Limit the signs affixed to buildings to commercial signage.

10.6.12 Parking

LAKESIDE PARK PARKING LOT

There has been a surface parking lot in this location for a long time and it performs an important function for events and the commercial operations in the core. Parking in this area will be important should any type of interurban water transport be re-introduced.

- The parking lot should not be increased in area, but may be reconfigured to improve pedestrian access from the commercial area to Lakeside Park, or
- To allow for interpretive landscaping of the First Welland Canal.

PARKING LOTS

As sites in the Harbour Area are redeveloped:

- Surface parking should be reduced to the greatest extent possible.

10.6.13 Lighting

- Further research is needed to determine what, if any street, park or harbour lighting existed historically.
- Prior to changing public lighting, research should be undertaken to determine whether there is an earlier fixture that would be compatible with the heritage character areas.
- If evidence exists to support its presence, pedestrian oriented street lighting could be added.
- If no information is available on original fixtures, appropriately scaled modern fixtures should be used.

10.7 ZONING IN THE SUB-DISTRICT

The existing zoning with height limit of 11 m (approximately 3 storeys) is generally appropriate for the area, permitting buildings of similar scale to those in the Sub-District. The Secondary Plan Study conducted concurrently with the development of this HCD Plan, reviewed existing height permissions in the Sub-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 most prominent building in the area, and setting the benchmark height that shall generally not be exceeded by other new buildings.

In the area north of Lock Street, and west of Lakeport Road, generally behind the contributing buildings and compatible infill buildings, to ensure a compatible and visually comfortable scale relationship between the surrounding low rise fabric of the residential area to the west and south, as well as the generally maximum 3 storey commercial buildings, the maximum height shall generally be 6 stories or less. New buildings shall also generally not be visible from vantage points set out in 10.2 and may be visible above the jail.

Special consideration was given to preserving the Port Dalhousie Jail and in its traditional open setting.

10.8 ADJACENT AREAS

ADJACENT AREA 1:

The areas east of the harbour contains important public vantage points for views of the Heritage Conservation Sub-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 designated under Part IV of the Ontario Heritage Act. One of the lighthouses is federally owned, but it is anticipated that it will be transferred to municipal ownership in the near future, along with other federally owned property.

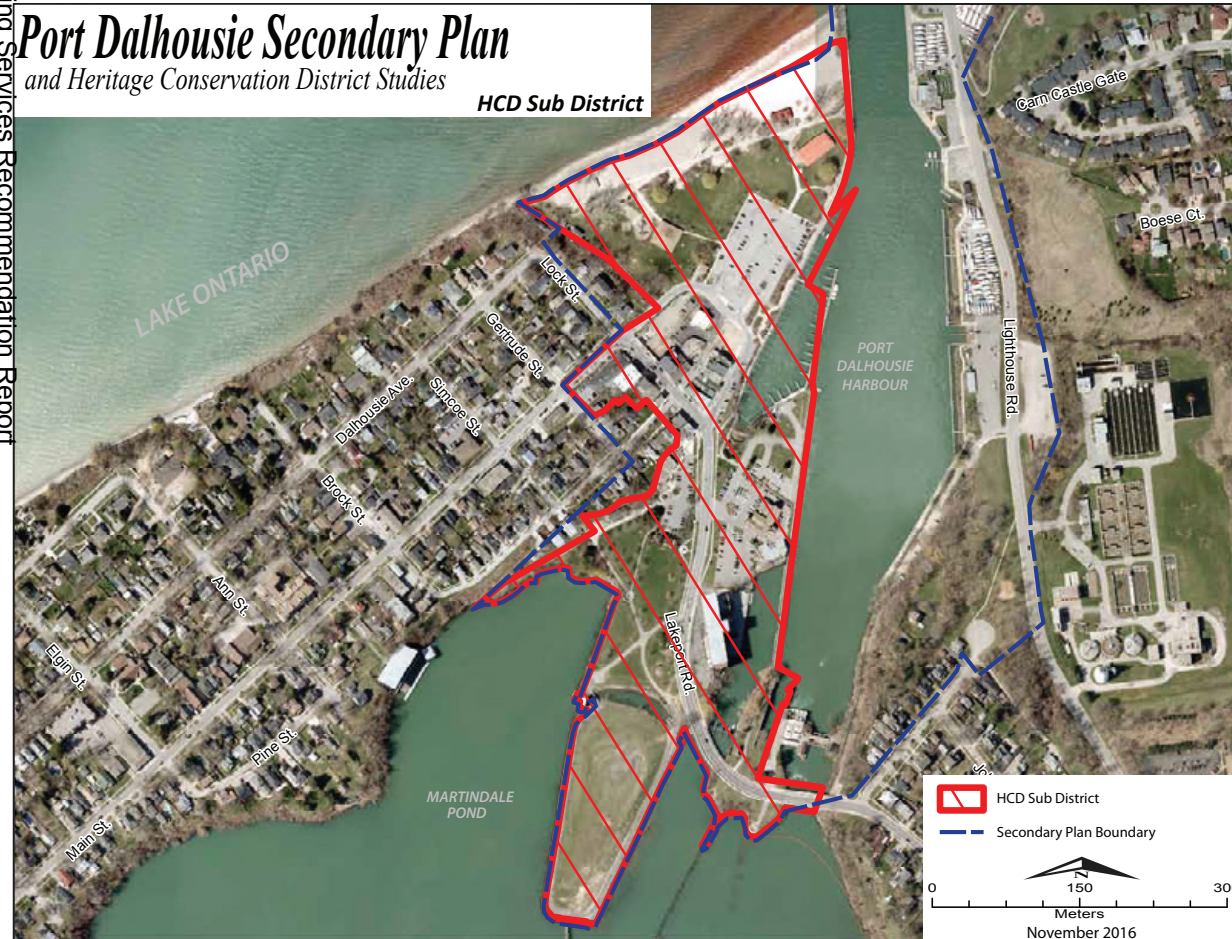


Diagram showing District Boundary, Sub-District Boundary and two adjacent areas.

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 (2018 HCD Sub-District Plan) on the plateau area adjacent to the 2018 HCD Sub-District 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 2018 HCD Sub-District 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.

10.9 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.

- Ensure that new development is organized to provide frequent views to water. i.e. narrow buildings preferred.

10.10 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 Mississaugas of the New Credit, who preceded Euro-Canadian settlement for thousands of years.

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

In creating new place or street names:

- Consult with the Mississaugas 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.

10.11 ARCHAEOLOGY

The City of St. Catharines has policies regarding archaeology in the Official Plan. Those policies are quoted in full in Appendix A. 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 shall take place with the appropriate indigenous communities regarding the potential for, and appropriate actions to take, in the event of discovery of indigenous burials, traces or artifacts. Details of the appropriate form of consultation should be identified through the Archaeological Management Plan.

11.0 IMPLEMENTATION

11.1 FEDERAL LANDS WITHIN AND ADJACENT TO THE SUB-DISTRICT

There are federally owned lands in the Sub-District and in lands adjacent to the Sub-District, primarily associated with the Lake Ontario Shoreline, the piers and the Harbour edges. 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.

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.

11.2 MUNICIPAL POLICY

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

The Port Dalhousie Commercial Core and Harbour Area 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 Sub-District under Section 41.1 (Part V) of the *Ontario Heritage Act*.

All individual properties within the Sub-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 regularly 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. In those cases staff prepares a report to Council with the SCHPAC advice and staff recommendation.

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, verandahs 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 Plan 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. eExplanation 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 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 downloaded from the City of St. Catharines website:
<https://www.stcatharines.ca>

11.7 WHEN CITY COUNCIL ISSUES HERITAGE PERMITS

All heritage permits proposing demolitions are decided by Council. All other heritage permits have been delegated to staff. At the discretion of the Director of Planning and Building Services, any heritage permit application can be brought forward to Council for decision.

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 Permit Advisory Committee (SHPAC).

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 B.

12.0 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
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7. John Blumenson, Ontario Architecture: A Guide to Styles and Building Terms, 1784 to the Present

Collections
Archives of Ontario
Archives University of Western
St. Catharines Public Library Photo Collection
St. Catharines Standard, several articles

APPENDICES

APPENDIX A: OFFICIAL PLAN EXTRACTS

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. 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.
4. All City-owned cultural heritage resources shall be conserved and maintained in a state of good repair.
5. 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.

6. 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.

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.

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

APPENDIX B: PROPERTY STANDARDS 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.

APPENDIX C: PROVINCIAL POLICY STATEMENT EXTRACT (2.6.1-5)

2.6 CULTURAL HERITAGE AND ARCHAEOLOGY

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.

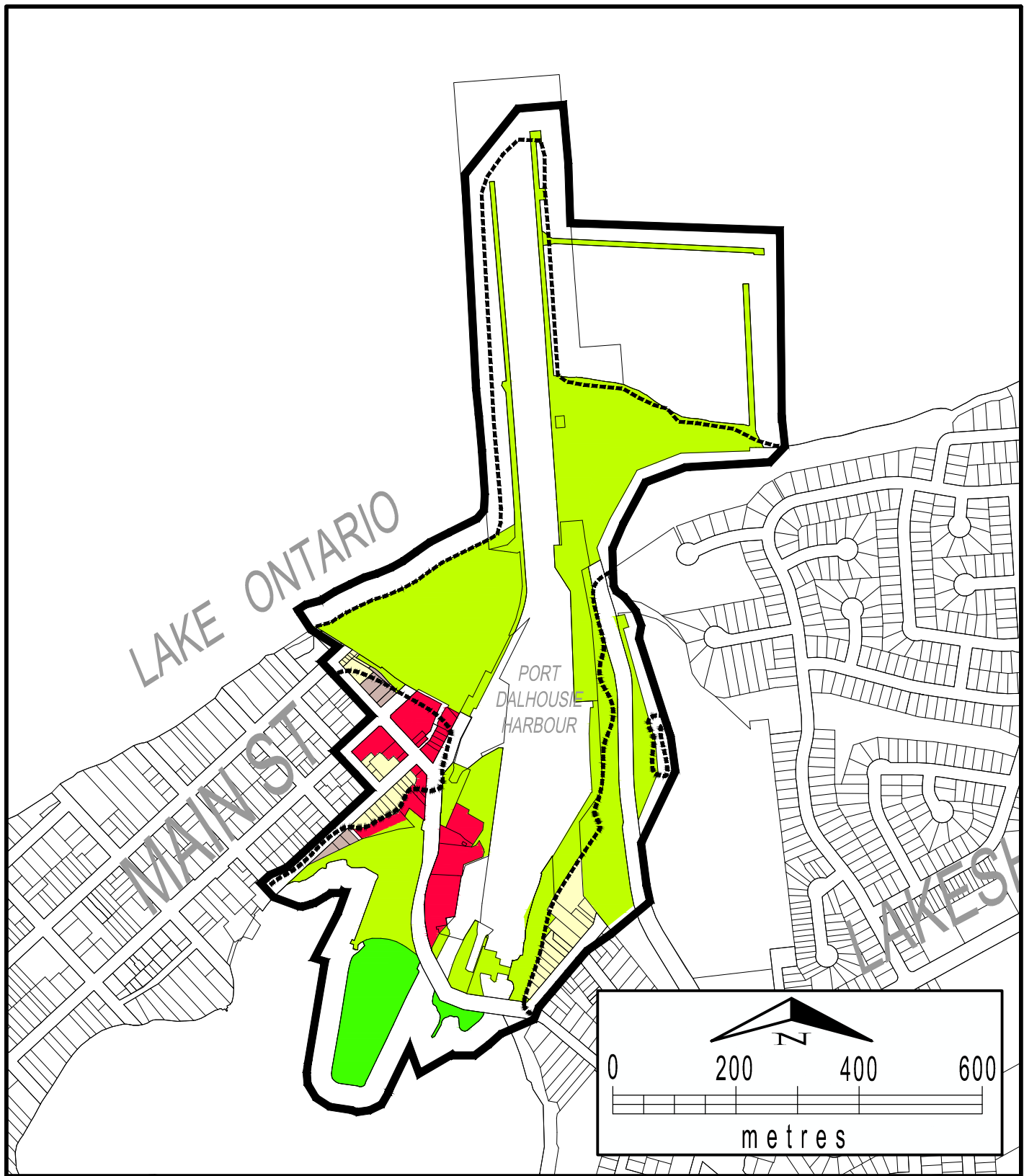
2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be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

The Garden City Plan

North Planning District - Port Dalhousie Commercial Core & Harbour Area
 Secondary Plan (PDSP) Schedule E1 - 1 A



Land Use Designations

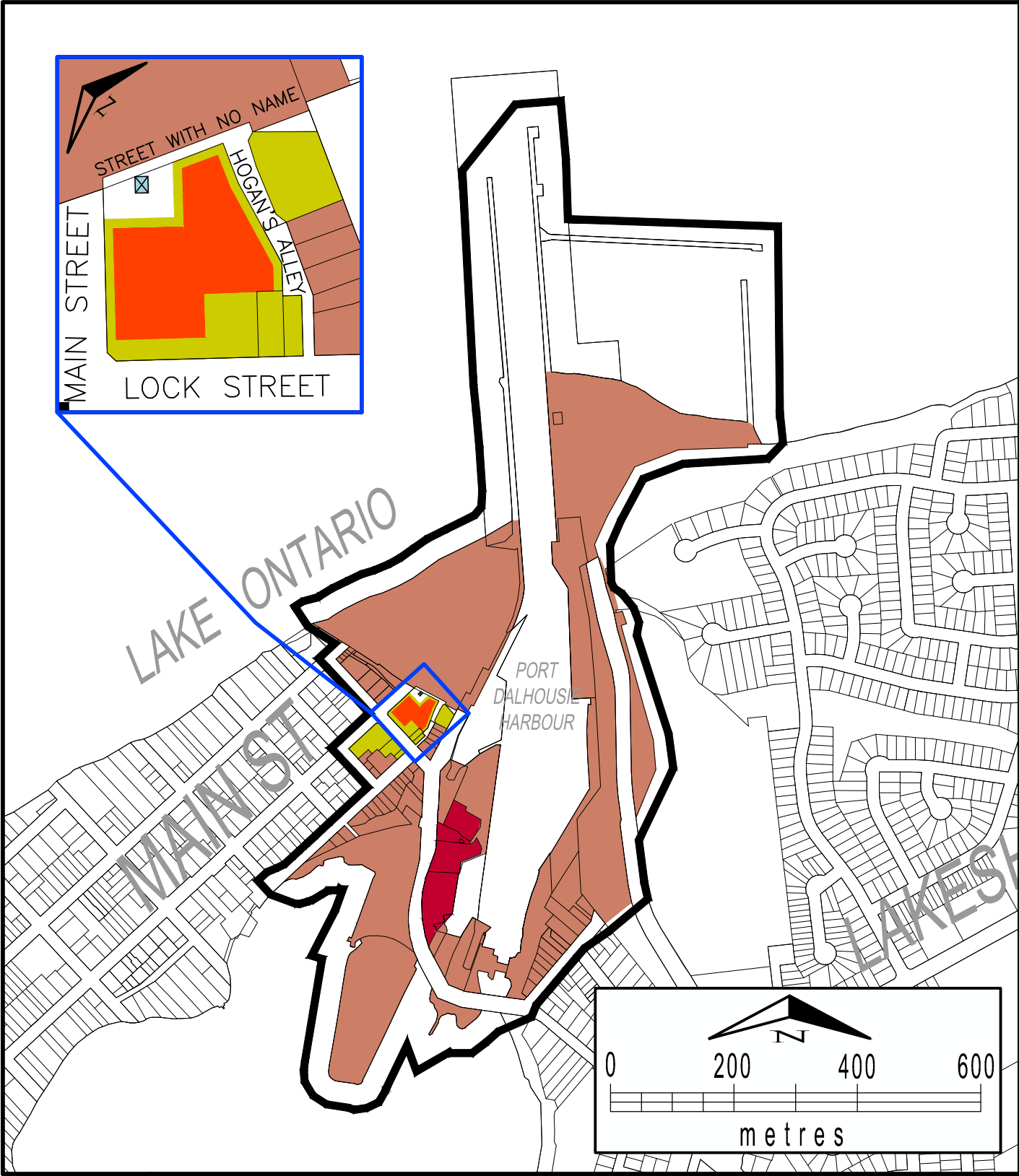
- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

North Planning District - Port Dalhousie Commercial Core & Harbour Area
Secondary Plan (PDSP) Schedule E1 - 1 B (HEIGHT)



Building Heights

- 4.5 Metres (1 Storey)
- 9 Metres (2 Storey)
- 11 Metres (3 Storey)
- 22 Metres (6 Storey)
- 28 Metres (8 Storey)

⊠ Port Dalhousie Jail

NOTE: SHOULD THE PORT DALHOUSIE JAIL BE RELOCATED, THE ADJACENT 11 METRE (3 STOREY) AND 22 METRE (6 STOREY) BUILDING HEIGHTS WILL SHIFT ACCORDINGLY.

* HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.



Memorandum

To: Jim Riddell, Director Planning and Building Services

Cc: Bruce Bellow, Planner II, PBS
Christine Adams, Manager of Engineering and Construction, TES
Brian Applebee, Manager of Transportation Services, TES

From: Dan Dillon, Director Transportation and Environmental Services

Date: March 21, 2018

Subject: Port Dalhousie Secondary Plan - Infrastructure Servicing Review

At its meeting of January 29, 2018, Council requested “That staff be directed to prepare a comprehensive report on sewer, water, road and other infrastructure capacity in Port Dalhousie now and in the future, taking into consideration all current potential developments as well as the residential area and a full complement of businesses and, that this report be provided with the staff recommendation report on the Port Dalhousie Secondary Plan on March 5, 2018.”

Council was subsequently informed verbally that this report would form part of the Port Dalhousie Secondary Plan report being prepared by Planning and Building Services (PBS) which is being submitted to Council at its April 9, 2018 meeting. This memo addresses that request.

Background

At its meeting of January 15, 2018, staff presented Report PBS 015-2018 - *Planning Act and Ontario Heritage Act Public Meeting – Information Report* - Port Dalhousie Secondary Plan and Heritage Conservation District. The Port Dalhousie Secondary Plan area and proposed Land Use Designations as presented in that report are attached as Appendix 1 to this memo.

As part of their Niagara 2041 initiative, the Region has recently completed three major studies related to future growth and servicing requirements across the Region to the horizon year of 2041:

- How We Grow – Municipal Comprehensive Review for future planning growth
- How We Flow – Water & Wastewater Master Servicing Plan
- How We Go – Transportation Master Plan

A link to the relevant studies on the Region’s website is provided [here](#).

At its meeting of March 6, 2018, the Region of Niagara's (RMN) Public Works Committee (PWC) received an information memo from Public Works staff regarding a request for servicing information in the Port Dalhousie area – that memo (PWC-C 6-2018) is attached as Appendix 2.

City Infrastructure

The City's linear infrastructure within the study area consists of local roads, sidewalks on local and Regional roads, sanitary sewers, storm sewers and watermains. The study area also includes other City infrastructure not discussed in this memo, including City park amenities and facilities, shoreline protection and one City owned pedestrian bridge.

Roads

Regional Roads

Niagara Region has jurisdiction for all arterial roads within the Plan area, namely Regional Road 87:

- a) Lakeport Road from the east study limits to Lock Street,
- b) Lock Street from Lakeport Road to Main Street
- c) Main Street from Lock Street to Martindale Road

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the suitability of the Regional roads in the study area.

City Roads

The roadways within the study area which are under the City's jurisdiction are able to accommodate the proposed secondary plan. No additional new road allowances are required.

Where existing road allowances are less than current City standard of 20m, it is recommended that road widenings be obtained to suit a minimum 18m road allowance width.

Minor improvements could be undertaken as developments proceed as identified by the Traffic Impact Studies for those developments. As indicated in Appendix 2, consideration is being given to the conversion of Main Street between Lock Street and Lakeside Park to two-way traffic operation.

Sidewalks

The City has jurisdiction for sidewalks on both City and Regional roads.

Sidewalks exist on both sides of every street in the Port Dalhousie Secondary Plan area with the following exceptions:

- Main Street (North side): Lock Street to Lakeside Park
- Lighthouse Road (East side): Lakeport Road to the north limit

Consideration should be given to the construction of a new sidewalk on the north side of Main Street from Lock Street to Lakeside Park to improve pedestrian connectivity to the park and the neighbourhood to the west. The construction of a new sidewalk on the east side of Lighthouse Road is not considered a priority at this time.

Existing sidewalk widths vary. The Port Dalhousie Heritage Conservation District Guideline for Conservation and Change (Heritage Guidelines) recommends existing sidewalk widths be maintained to retain the neighbourhood character. This is somewhat at odds with the City's desire to make accessibility related improvements (wider sidewalks, improved grading) when replacing sidewalks. Consideration will need to be given when replacing sidewalks to balance the spirit of the Heritage Guidelines with the accessibility needs of the community.

Sanitary and Storm Sewers

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the capacity of Regional sewage facilities in the study area.

Existing capacity in the local sanitary collection sewers is not exceeded by the proposed secondary plan.

The majority of Port Dalhousie (pre 1960's development) is serviced by a combined sewer system. Supplementary storm sewers exist in limited areas, such as along Main Street, to provide localized capacity. All sewers west of Twelve Mile Creek ultimately drain to the Region's Lakeside Sewage Pumping Station (SPS) located in Lakeside Park.

As part of the Region's 2016 "How We Flow – Water & Wastewater Master Servicing Plan", consideration was given to servicing capacity for existing and future growth out to 2041. Attached as an excerpt from that report is Appendix 3 - *Table 4.B.12 – System Sewage Pumping Station Performance*. This table provides a summary of the performance of various sewage pumping stations in the Port Dalhousie Wastewater System. The Lakeside SPS is highlighted and demonstrates a capacity surplus for the projected 2041 design peak wet weather flows.

Lakeport Road between Twelve Mile Creek and Lock Street has a separated sanitary sewer and storm sewer system. Niagara Region has jurisdiction for this section of the Lakeport Road storm sewer.

The study area east of Port Dalhousie Harbour has a separated storm and sanitary sewer system except Michigan Avenue which is a partial separated combined sewer system. The City has completed upgrades to substantially reduce combined sewer overflows from a Michigan Avenue combined sewer overflow.

Watermains

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the capacity of Regional water facilities in the study area.

All streets within the proposed secondary plan have a City distribution watermain. The standard operating pressures and fire flow capacity of the distribution watermain are not adversely impacted by the proposed secondary plan.

Replacement of metallic watermain and non-standard diameter watermain will be undertaken, as necessary, as part of the City's ongoing Watermain Replacement Program and in coordination with other City and Regional construction. It is not anticipated that any municipal works will need to be accelerated as a result of the proposed Port Dalhousie Secondary Plan.

Dan Dillon, P.Eng
Director – Transportation and Environmental Services

Port Dalhousie Secondary Plan and Heritage Conservation District Studies

AGENDA ITEM #5.2

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

December 2017

MEMORANDUM

PWC-C 6-2018

Subject: Councillor Information Request re Regional Road 87 (Lakeshore Road) Capacity, Port Dalhousie, in the City of St. Catharines

Date: February 23, 2018

To: Public Works Committee

From: Carolyn Ryall, Director Transportation Services

At a request from Councillor Timms at a previous Public Works Committee January 30, 2018 and to an email sent to Carolyn Ryall, Director Transportation Services Division dated February 7, 2018, Regional Staff met and can provide the following information.

TRANSPORTATION DIVISION

Regional Staff, in conjunction with City of St. Catharines Staff, is reviewing the Traffic Impact Studies (TIS) submitted for proposed developments at:

- Union Waterfront – 12 and 16 Lock Street and 12 Lakeport Road
 - 220 residential condo units
 - 23,161 sf GLFA – commercial use
- 57 Lakeport Road (Legion)
 - 51 residential condo units
 - 6,000 sf GLFA – commercial (Legion Use)
- 61-63 Lakeport Road (Lincoln Fabrics)
 - 0153 residential condo units (based on recent site plan/zoning application)
 - 6,300 sf GLFA - commercial

The TIS documents being reviewed do not indicate that additional transportation infrastructure is required to accommodate the planned development, although the TIS documents do indicate decreased levels of service on the Saturday peak hour on Lock Street and at the intersection of Lock Street and Main Street. These reduced levels of service currently exist during peak Saturday event occurrences, such as Henley Regatta, and will continue in the future with or without the planned development in Port Dalhousie.

In this regard, the Region and City staff are requesting that additional analysis be undertaken to support the conversion of Main Street, east of Lock Street, to 2-way operation.

WATER/SANITARY SERVICES

SANITARY SERVICES

Niagara Region has reviewed the Site Servicing Plan, DWG No. SS-1 by BaseTech Consulting Inc. (dated August 2017) and note the existing Snug Harbour Sewage Pumping Station (SPS) on site is to be relocated. It has now been determined the only servicing to the existing SPS is the existing restaurant on site. As discussed at precon, the SPS can be decommissioned since the proposed site plan application involves the removal of this existing restaurant and the services related, the SPS is no longer necessary and shall also be removed completely. Decommissioning and removal of the SPS will be at the cost and responsibility of the developer. The Region requires a decommissioning plan for the SPS for review and approval prior to any work being done. Once the full removal of the SPS is complete, the developer can contact the Niagara Region to release the existing easement for the SPS and related forcemain.

The proposed site plan is within the drainage area of the Lakeside SPS. The Region has reviewed the recently completed Master Servicing Plan (MSP) and provide the following comments:

- The site falls within the Lakeside SPS sewershed. This sewershed has been allocated growth out to 2041 in consultation and collaboration with the City of St. Catharines. The study was completed at a high level and did not allocate capacities to individual properties.
- The MSP identified existing and projected 2041 design peak wet weather flows and a capacity surplus for the catchment area is indicated.

WATER

The proposed site is located in the Decew Water Treatment Plant (WTP) Distribution System. The Region has reviewed the recently completed Master Servicing Plan (MSP) and provide the following comments:

- For the Port Dalhousie Area, the City water distribution system is supplied by two Regional Trunk water mains – one main is located on Martindale Road and the second is on Lake Street.
- The site falls within the Decew Water Treatment Plant distribution system. This system has been allocated growth out to 2041 in consultation and collaboration with the City of St. Catharines. The study was completed at a high level and did not allocate demands to individual properties.
- The Decew WTP has capacity to supply the demands required out to the 2041 horizon with no upgrades to the plant. The results of water pressure in the Port Dalhousie area thru the MSP model were within the acceptable range. The MSP

also looked at security of supplies and available storage in the systems. Based on the analysis there was no Regional water upgrades required for Port Dalhousie.

Respectfully submitted and signed by,

Carolyn Ryall
Director, Transportation Services

Table 4.B.12 System Sewage Pumping Station Performance

Sewage Pumping Station	Contributing Catchments	Facility Operational Capacity (L/s)	Existing Design Peak Wet Weather Flow (L/s)	2041 Design Peak Wet Weather Flow (L/s)	2041 Surplus/Deficit (L/s)
Lakeside Sewage Pumping Station (SPS)	Lakeside SPS Cole Farm SPS Snug Harbour SPS	95.0	64.9	73.5	21.5
Cole Farm SPS	Cole Farm SPS	111.0	40.1	40.1	70.9
Snug Harbour SPS	Snug Harbour SPS	3.3	0.8	0.8	2.5
Lighthouse Road SPS	Lighthouse Road SPS	28.0	0.8	0.8	27.2
October Village SPS	October Village SPS	9.0	5.7	6.9	2.1
St. Georges Point SPS	St. Georges Point SPS	10.0	8.3	8.5	1.5
Wellandvale SPS	Wellandvale SPS	41.0	20.0	26.7	14.3
Argyle SPS	Argyle SPS	34.0	16.7	20.7	13.3
Eastchester SPS	Eastchester SPS	63.0	32.6	43.3	19.7
Renown SPS	Renown SPS Glendale SPS Riverview SPS Confederation Heights SPS Beaverdams SPS	1,077.4	459.6	527.0	550.4
Glendale SPS	Glendale SPS	7.6	2.8	2.8	4.8
Riverview SPS	Riverview SPS	8.0	2.3	2.9	5.1
Confederation Heights SPS	Confederation Heights SPS	173.0	89.8	137.4	35.6
Beaverdams SPS	Beaverdams SPS	10.7	14.8	18.3	-7.6

The Beaverdams Sewage Pumping Station has a projected pumping deficit.



Summary of Community Concerns and Responses

Community Concerns	Staff Response
Traffic and Parking	
Concern that traffic volumes are already heavy at certain times and that this situation will worsen with additional growth.	Traffic study projections prepared for the various active development proposal, as well as infrastructure assessment included as Appendix 9, identify that there is sufficient road capacity to accommodate both current demand and the future growth contemplated in the secondary plan through to the year 2041. The studies, and staff, acknowledge that Port Dalhousie experiences a degree of traffic congestion at certain times, particularly on summer weekends, and additional growth can be expected to slightly worsen this existing situation. However, staff are of the opinion that the minor increases are reasonable for a lake-side destination community and within the planned capacity of the street network.
Concern that there is little opportunity create additional vehicle capacity due to constrained road widths.	Staff agree that there is very limited opportunity to create additional traffic capacity within the study area. Road widenings are generally not feasible due to the historic building fabric. Improvements will, however, be considered to improve vehicle flow and pedestrian safety including potentially converting Main Street to two-way traffic leading into Lakeside Park. This will help to remove traffic from Lock Street and reduce back-ups caused by vehicles waiting to turn left on Lakeport Road to access the park. This may also improve pedestrian safety by reducing vehicle turn movements.
<p>Concern that Parking is already an issue in the community and that additional growth will worsen the situation, discouraging visitors and generating parking spillover into surrounding residential streets.</p> <p>There are also concerns about people using neighbourhood streets and Lakeside Park for long-term parking and the need to generate parking turnover to accommodate visitors.</p>	<p>It is expected that demand for public parking facilities will increase as a result of the additional growth contemplated within the Secondary Plan document. Staff also acknowledge that the existing supply of public parking in the study area is heavily used at certain times.</p> <p>Parking within the commercial core and Lakeside Park is particularly limited during peak times. Underutilized public parking can typically be found in the east harbour area but is remote and not well connected to the core area. Overflow parking onto surrounding streets is an existing concern for area residents which may worsen as the community grows.</p> <p>The Secondary Plan states that the City will, where feasible, implement measures to better ensure the availability of public parking spaces for visitors, including</p>

	<p>the provision of parking restrictions and the creation of additional public parking where appropriate.</p> <p>In order to facilitate better utilization of public parking facilities on the east side of the harbour, the Secondary Plan also recommends that the City examine the opportunities to provide a more convenient link between the east and west harbour, by way of water taxi, shuttle bus, or a pedestrian/multi-use bridge. There are no immediate plans to implement a new cross-harbour linkage.</p>
Additional parking should be created, without detracting from natural or built heritage.	<p>There is limited opportunity to create additional parking within the study area without sacrificing valued parks and open spaces. No expansion of the primary parking area in Lakeside Park is recommended, however, there are limited opportunities to create some new public parking that will be considered for implementation in conjunction with development applications or future public works, including the following:</p> <ul style="list-style-type: none"> • Reconfiguration of the parking area at Lockhart Point to provide additional/improved public parking. • The reconfiguration of existing parking areas and the creation of additional parking in Renee Park, near Dalhousie House. • Addition of on-street parking to Lakeport Road, adjacent to Renee Park.
Concern that there is insufficient Boat Parking in the harbour.	Boating and associated Marina and docking uses are acknowledged in the plan as important features of Part Dalhousie and these uses will continue to be permitted in the harbour. Expansion of existing marina and docking facilities is not contemplated at this time.
Infrastructure Capacity	
Concerns that the existing area infrastructure may not have sufficient capacity to accommodate the growth that is envisioned in the Secondary Plan	Transportation and Environmental Services, in consultation with Niagara Region have assessed available servicing capacity within the study area, including water, wastewater and storm water facilities, and found that there is sufficient capacity to accommodate the projected growth. See Appendix "7" for additional information.
Heritage	
New construction should not overwhelm existing or compromise the village-like character of Port Dalhousie.	The evaluation of appropriate building forms for new construction and additions within the historic village context was a key factor in the establishment of the Secondary Plan and the new Heritage Conservation District Plan. The policy documents envision an area that

	is predominantly characterized by low-rise buildings and open spaces, with limited opportunity for mid-rise mixed-use buildings, where appropriate. The recommended policy framework directs growth in a manner that is compatible with the village character of the evolved landscape.
Jail should be maintained in its current location and within an open plaza.	The Plan directs that the jail should be maintained within an open setting, and apart from adjacent buildings. The preferred approach is to leave the jail in its current location, but the plans allows for minor relocation, provided that the jail remains related to the path of the first Welland Canal.
Building Height, Massing and Design	
Concern that envisioned building heights will overshadow and overwhelm traditional and historic low rise building fabric.	Staff agree that ensuring new construction does not overwhelm or diminish the character and heritage of Port Dalhousie is an important consideration. The building heights contemplated in the secondary plan are predominantly low-rise, in keeping with the traditional village scale, with limited opportunity for mid-rise construction in appropriate locations with specific design criteria.
There were various perspectives on height within the community. Some suggested that building heights should not exceed three stories. Others suggested that new building heights should not exceed the height of the Lincoln Fabrics building (approx. 6 residential storeys), Some suggested that additional height is appropriate in the harbor area, away from the commercial core, while others suggested that height should not be strictly regulated and requested additional building height in specific areas.	<p>The feedback and priorities with respect to what constitutes an appropriate and desirable building height within the study area generally pointed to a preference for maintaining low-rise building forms among study participants. However, there were also many participants that expressed support for varying amounts of additional building height. Some raised concern that the recommended building heights are too low, representing an inefficient use of prime waterfront lands and compromising economic development potential and redevelopment viability.</p> <p>Staff are of the opinion that the recommended building heights strike an appropriate balance between promoting compatibility with the prevailing low-rise character of the district, while providing appropriate opportunities for growth and economic development that will help to enliven and sustain the core, while at the same time conserving the area's significant heritage resources.</p>
Concern that recommended building heights are not consistent with those that were presented at the earlier public workshops	Staff note that a range of building heights were evaluated for the study area, including heights up to 12 storeys in the commercial core and eight storeys in the harbour area during the alternatives workshop. Building heights that are recommended in the final secondary plan have been refined through further study and consultation.

Concern about the proposed stringent requirement for minimum 3m building setback above the third storey.	This policy has been modified in the Secondary Plan. Within the harbour area, the Plan still describes that taller buildings should include a defined 2-3 storey base section, but the setback does not necessarily need to be 3m on all sides, allowing for alternative design approaches which may better reflect the marine industrial heritage of the harbour lands.
Lincoln Fabrics should remain the most prominent building within the district, with any new buildings being subordinate.	The Secondary Plan and Heritage Conservation District Plan both acknowledge the landmark quality of the Lincoln Fabrics building and describe a development framework that seeks to ensure that this building remains the most prominent building in the area.
Building heights in the harbour should step down from the Lincoln Fabrics building.	The Plans require that new buildings be designed in such a manner that they do not overwhelm the Lincoln Fabrics building and describe that the Lincoln Fabrics building should remain the most prominent building in the harbour area. The Plan allows for consideration of some building forms that may be taller than the existing Lincoln Fabrics building, but the test of prominence will still need to be achieved.
Concern that height of existing Lincoln Fabrics should not constrain permitted heights on other harbour lands.	As described above, Lincoln Fabrics remaining the most prominent building within the harbour landscape is a key objective of the Plans. There may be some opportunity for building heights that exceed those of the existing Lincoln Fabrics building, but with a form/design that is visually subordinate.
Preference for taller buildings on narrower footprints to provide more views and open space between buildings.	Maintaining a connected open space network and frequent open views to the water is an important plan objective, particularly along the harbour. While point towers are not contemplated, the mid-rise building height permissions will help to facilitate this objective by allowing some additional building height, while supporting generally smaller building footprints.
Request for additional building height flexibility on harbour lands (9 storeys) where the additional height would enclose the rooftop mechanical equipment	Staff are recommending that the eight-storey building height in the harbour be maintained. Individual proposals to increase height beyond those contemplated in the Secondary Plan will need to be evaluated on their own merits on a case-by-case basis and would require future site-specific approvals. Any such proposal would need to be consistent with the policies and objectives of the Heritage Conservation District Plan, and potential consideration of community benefits.
There were differing perspectives with respect to how/if the Plans should account for the previous development approvals related to the former	At the outset of the study process it was staff's expectation that the existing project-specific development permissions for Port Place (16 Lock St. and 12 Lakeport Rd.) would be carried forward and that the new plan would provide a framework for the evaluation of any alternatives. Through

Port Place project. Requests were made to carry forward and acknowledge the existing project-specific permissions. Many in the community suggested that the Official Plan policies for those lands should be updated to reflect the findings of the study.	<p>the study process and further consideration of this approach, staff have re-evaluated this initial expectation and agree that carrying forward these previous permissions is now not appropriate as they would permit a building form that is not consistent with the stated vision, guiding principles and objectives for the area identified in the study, particularly with respect to matters of heritage conservation and context-sensitive design.</p> <p>The Secondary Plan and Heritage Conservation District Plan studies are the appropriate processes through which to evaluate appropriate land use and building form permissions on these lands, and all lands within the study area.</p>
Should utilize S. 37 agreements as a means to secure community benefits when considering additional height. Any consideration of s.37 agreements should still ensure heritage plan and built form policy conformity.	The City's Official Plan already includes policies which allow for requests for increased building height to be considered in conjunction with community benefits through a Section 37 ("bonusing") agreement. This is not a tool that the City has used to date. This tool may be considered in Port Dalhousie where applications for increased building heights are made, but only where the proposal remains consistent with the policies and objectives of the Secondary Plan and HCD Plan.
Land Use and Density	
There were differing perspectives with respect to the maximum permitted size of commercial floor plates, some saying they are too small, others too large.	The recommended maximum commercial floor plate size (400 sq.m) is larger than most of the shops currently found in Port Dalhousie but is intended to provide some opportunity for growth and the accommodation of a variety of retail uses in new construction. The maximum size is, however, also intended to be small enough to preclude larger format retail uses and to maintain the overall fine-grained nature of the commercial fabric.
Request to permit live-work units on the ground floor of commercial lands.	The Heritage Conservation District Plan and Secondary Plan both place great emphasis on the need to ensure that the study area remains discernable as a commercial district, rather than an overall residential neighbourhood. The plans do not permit ground floor residential dwelling units, which includes the residential component of any live-work space.
Commercial uses in the harbour area should be of an ancillary nature and limited in scale so as not compete with the commercial core	Staff agree that the commercial core has traditionally been the primary focus of retail and restaurant activity, with the harbour traditionally serving marine and industrial functions. However, the harbour lands now form an import part of the public realm that is integrated with the commercial core. Commercial uses in the harbour are

	appropriate and desirable and should not be relegated to an ancillary status.
Concern that Port Dalhousie will become a condo neighbourhood and will feel unwelcome to visitors.	As described above, the Heritage Plan and Secondary Plan both place great emphasis on the need to ensure that the study area remains discernable as a commercial district, rather than a residential neighbourhood. Having the streets and public spaces lined with active commercial and community uses, while maintaining overall low and mid-rise building form, should ensure that the area feels and functions like an inclusive and comfortable place for visitors.
Concern about the influx on housing units that could be accommodated by the Secondary Plan and that it represents an inappropriately high concentration of dwellings for the area.	Given the policies contained in the Secondary Plan, the study area could realistically result in the addition of approximately 300-400 new dwelling units, depending on unit size and land use mix. Staff note that the City's current Official Plan identifies that an appropriate range and mix of medium or higher density residential housing is permitted in this area and the new Plans should accommodate an appropriate amount of intensification, in a form that is consistent with heritage conservation objectives.

By-laws to be considered Monday, April 9, 2018

- (a) A By-law to authorize a Funding Agreement with The Tourism Partnership of Niagara. (One reading - with respect to funding for St. Catharines FAM - Meet & Retreat. Delegation By-law No. 2004-277, as amended.)
- (b) A By-law to amend By-law No. 2002-81 entitled "A By-law to appoint certain employees of the Canadian Corps of Commissionaires (Hamilton) as municipal law enforcement officers." (One reading - with respect to change in personnel. Delegation By-law No. 2004-277, as amended.)
- (c) A By-law to amend By-law No. 89-2000 entitled "A By-law regulating traffic and parking on City Roads." (One reading - with respect to Stop Sign on Post Road and Cardiff Street. Delegation By-law No. 2004-277, as amended.)
- (d) A By-law to authorize a contract with Cotton Inc. (One reading - with respect to Clover/Heywood/Sandy Cove Watermain Replacement and Spot Sewer Repair, under Project No. P16-101. Delegation By-law No. 2004-277, as amended.)
- (e) A By-law to remove certain lands from part lot control. (One reading - with respect to 24 Greenwood Avenue. Delegation By-law No. 2004-277, as amended.)
- (f) A By-law to authorize the acceptance of a conveyance of certain lands from Matteson Amadeo De Luca for the widening of Greenwood Avenue. (One reading - with respect to condition of severance - 24 Greenwood Avenue. Delegation By-law No. 2004-277, as amended.)
- (g) A By-law to authorize a renewal of the Corporation's insurance program with BFL Canada Risk and Insurance Services Inc. (One reading - with respect to renewal of insurance program for July 1, 2018 to June 30, 2019. Council, March 26, 2018, Item No. 11.1.)
- (h) A By-law to authorize the construction and issuing of debentures for Lorne Street Reconstruction. (One reading - with respect to Project No. P14-067. General Committee, June 9, 2014, Item No. 3.1 and General Committee, August 22, 2016, Item No. 3.3.)
- (i) A By-law to authorize the construction and issuing of debentures for Extraneous Flow and Collection System Evaluation Survey. (One reading - with respect to Project No. ST14-09. General Committee, July 20, 2015, Item No. 3.3.)
- (j) A By-law to authorize the construction and issuing of debentures for Ontario Street. (One reading - with respect to Project No. P15-001. General Committee, July 20, 2015, Item No. 3.3.)

- (k) A By-law to authorize the construction and issuing of debentures for Catchbasin and Storm Service Installation. (One reading - with respect to Project No. P15-006. General Committee, July 20, 2015, Item No. 3.3.)
- (l) A By-law to authorize the construction and issuing of debentures for Tunis / Valley. (One reading - with respect to Project No. P15-003. General Committee, July 20, 2015, Item No. 3.3 and General Committee, March 6, 2017, Item No. 3.2.)
- (m) A By-law to authorize the construction and issuing of debentures for Carlisle / St. Paul Reconstruction & Streetscaping. (One reading - with respect to Project No. P13-062. General Committee, August 22, 2016, Item No. 3.3.)
- (n) A By-law to authorize the construction and issuing of debentures for 2016 Catchbasin and Storm Service Installations. (One reading - with respect to Project No. P16-006. General Committee, August 22, 2016, Item No. 3.3.)
- (o) A By-law to authorize the construction and issuing of debentures for Churchill Street Reconstruction. (One reading - with respect to Project No. P16-062. General Committee, August 22, 2016, Item No. 3.3.)
- (p) A By-law to authorize the construction and issuing of debentures for Ridgewood Road. (One reading - with respect to Project No. P16-064. General Committee, August 22, 2016, Item No. 3.3.)
- (q) A By-law to authorize the construction and issuing of debentures for Hartzel Road. (One reading - with respect to Project No. P16-008. General Committee, August 22, 2016, Item No. 3.3, General Committee, March 6, 2017, Item No. 3.2 and Council, March 5, 2018, Item No. 5.2.)
- (r) A By-law to authorize the construction and issuing of debentures for Geneva Street & Carlton Street Intersection Improvements. (One reading - with respect to Project No. P17-061. General Committee, March 6, 2017, Item No. 3.2.)
- (s) A By-law to authorize the construction and issuing of debentures for 2017 Resurfacing Program - Part 2. (One reading - with respect to Project No. P17-080. General Committee, March 6, 2017, Item No. 3.2.)
- (t) A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines. (One reading - with respect to Port Dalhousie Commercial Core and Harbour Area Secondary Plan. To be considered by General Committee, April 9, 2018.)
- (u) A By-law to confirm the proceedings of council at its meeting held on the 9th day of April, 2018. (One reading - with respect to confirming the proceedings of the meeting held on April 9, 2018.)