



**The Corporation of the City of St. Catharines
CITY COUNCIL AGENDA
Regular, Monday, August 27, 2018
Council Chambers, City Hall, 6:30 PM**

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

- 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 August 13, 2018](#)
- 3.2 General Committee, [Minutes of August 13, 2018](#)

- 4. Declarations of Interest**

- 5. Public Meetings Pursuant to Planning Act**

- 5.1 Planning and Building Services, Planning Services
Planning Act Continuation of Public Meeting – Recommendation Report
Application to Amend Zoning By-law 2013-283; Subject Lands: 61 and 63 Lakeport Road; Owner: Port Dalhousie Harbour Club Ltd.; Agent: The Planning Partnership; Additional Subject Lands: 57A (59A) Lakeport Road; Owner: Department of Fisheries and Oceans

- 6. Delegations**

- 6.1 Patrick Maloney (Agent) and Peggy Sozansky-Arbek (Owner)
Re: Recommendation of the St. Catharines Heritage Permit Advisory Committee Regarding the Proposed Demolition of the Existing Dwelling at 82 Bayview Drive
(see General Committee Agenda, August 27, 2018, Item 3.2)

- 7. Presentations**

- 7.1 Niagara Region, Planning and Development Services
New Regional Official Plan - High Level Process and Framework

- 8. Motions**

- 9. Call for Notices of Motion**

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10. Resolve into General Committee

11. Motion Arising from In-Camera Session

12. Motion to Ratify Forthwith Recommendations

13. By-laws

13.1 Reading of By-laws

14. Agencies, Boards, Committee Reports

14.1 Minutes to Receive:

- Green Advisory Committee, [July 18, 2018](#)
- Heritage Permit Advisory Committee, [July 26, 2018 \(Draft\)](#)

15. Adjournment

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CITY OF
ST. CATHARINES

Corporate Report

Report from Planning and Building Services, Planning Services

Date of Report: July 26, 2018

Date of Meeting: August 27, 2018

Report Number: PBS-190-2018

File: 60.51.1034

Subject: *Planning Act Continuation of Public Meeting – Recommendation Report*
Application to Amend Zoning By-law 2013-283

Subject Lands: 61 and 63 Lakeport Road

Owner: Port Dalhousie Harbour Club Ltd.

Agent: The Planning Partnership

Additional Subject Lands: 57A (59A) Lakeport Road

Owner: Department of Fisheries and Oceans

Recommendation

That Council approve an amendment to the City of St. Catharines Zoning By-law 2013-283, for the subject lands municipally known as 61 and 63 Lakeport Road, and a portion of the additional subject lands municipally known as 57A (59A) Lakeport Road, as outlined in Appendix 15 of this report, to permit the adaptive re-use and expansion of the existing Lincoln Fabrics building for a mix of commercial and residential uses, which includes 132 apartment dwelling units, 13 ground floor live/work dwelling units, and approximately 370 square metres of commercial space on the ground floor and basement/walk-out levels; and

That Council approve in principal the use of publicly owned lands at 57A (59A) Lakeport Road, which are necessary to facilitate the proposed development and, in particular, the proposed underground parking garage; and

That Council direct staff to pay particular attention to the following site, landscape, and building design matters through the Site Plan Approval process:

- a) the provision of building step-backs beyond the roofline of the existing Lincoln Fabrics building and beyond the eighth floor of the proposed nine-storey expansion;
- b) the location, extent and screening of rooftop mechanical equipment, including elevator overruns and stairs, so that impacts on height and views are minimized;
- c) the provision of context-appropriate landscaping, transparent or open-construction guards around the parking deck and parking garage ramp, and open drop-off area beneath the second floor of the nine-storey expansion, so that impacts on views to the harbour and Twelve Mile Creek are minimized;

- d) the layout of ground floor uses in the nine-storey expansion so that active uses, such as residential lobby areas, are oriented towards Lakeport Road and include a significant amount of vision glass;
- e) the provision of enhanced landscape buffering along Lakeport Road to compensate for the reduction in landscape buffer widths in certain areas where pinch points may occur;
- f) the impacts of wind on the pedestrian environment that may be caused by the proposed building expansion;
- g) the coordination of landscape design with adjacent lands, including public spaces and the Royal Canadian Legion lands to the north at 57 Lakeport Road, so that elements such as exterior lighting, paving materials, furnishings, railings, and landscaping are harmonized across the west harbour area;
- h) the provision of adequate public parking with appropriate signage so that there are a minimum of 13 public parking spaces provided within the development site;
- i) the refinement of the design of the new pedestrian promenade and public park to ensure an accessible connection between Lakeport Road and the waterfront.

That the Mayor and City Clerk be authorized to execute the necessary By-law 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, as amended, be processed by staff; and

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

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

That, in the event of an appeal to the Local Planning Appeal Tribunal (LPAT), Council authorize the City Solicitor or her designate and City staff, as appropriate, to attend any LPAT hearing in support of Council's decision; and

Further, that the Clerk be directed to make all necessary notifications. FORTHWITH

Summary

This Recommendation Report considers a Zoning By-law Amendment related to the privately owned lands at 61 and 63 Lakeport Road as well as a portion of the publicly owned lands at 57A (59A) Lakeport Road. The Zoning By-law Amendment is necessary to facilitate the adaptive re-use and expansion of the Lincoln Fabrics building for a mix of commercial and residential uses, including 132 apartment dwelling units, 13 ground floor live/work dwelling units, and approximately 370 square metres of ground floor commercial space.

This Recommendation Report follows the [Information Report](#) (PBS-110-2018 linked here and copy available upon request) that was received by Council at the May 23, 2018, Public Meeting. Council did not close but rather adjourned the Public Meeting at that time.

Staff is recommending approval of the Application, on the basis that it has regard for matters of provincial interest, is consistent with the Provincial Policy Statement, conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe, and conforms to and does not conflict with both the Region of Niagara's Official Plan and the City of St. Catharines Official Plan, subject to the staff recommendations herein.

The following items are appended to this report for Council's reference:

- Appendix 1: Location Map
- Appendix 2: Revised Preliminary Site Plan
- Appendix 3: Revised Preliminary Site Plan – Ground Floor
- Appendix 4: Revised Preliminary Parking Plan – Level 1
- Appendix 5: Revised Preliminary Parking Plan – Level 2
- Appendix 6: Elevation Height Study (North and South)
- Appendix 7: Elevation Height Study (East and West)
- Appendix 8: Revised Conceptual Landscape and Public Realm Plan
- Appendix 9: Perspective View 1 – Post-development view towards the harbour from Lakeport Road, along the pedestrian promenade
- Appendix 10: Perspective View 2 – Post-development view of the harbour from the municipal sidewalk on the east side of Lakeport Road
- Appendix 11: Perspective View 3 - Post-development view to the south from the intersection of Lock Street and Lakeport Road
- Appendix 12: Perspective View 4 – Post-development view to the northeast from Rennie Park
- Appendix 13: Perspective View 5 – Post-development view to the west from the east side of the harbour
- Appendix 14: Peer review by Michael McClelland, ERA Architects, dated August 9, 2018 (of revised plan submission)
- Appendix 15: Recommendation – Zoning By-law Amendment
- Appendix 16: Ontario Land Use Planning Framework
- Appendix 17: Correspondence received since the date of the Public Meeting

Background

On May 23, 2018, Council received an Information Report respecting this Application for Zoning By-law Amendment, which provided an overview of the Application, location and site description, planning policy context, comments received on the Application from staff, outside agencies, and the public, and a detailed description of the Application process to-date. Since the date of the statutory Public Meeting held the same evening, the Applicant has updated and revised various plans and reports in support of the Application, and has provided additional perspectives. These items are listed in the Proposed Development section of this report, with a brief description of the changes to each.

Since the May 23, 2018, Council public meeting, the height of the nine-storey building expansion has been reduced by 2.45 metres (from 32.3 metres to 29.85 metres) and the eastern façade has been refined to include further modulation. Further, the amount of ground floor commercial space has been reduced by approximately one half, the number of apartment dwelling units has been reduced by nine, and the number of live/work dwelling units has increased by two. The building's location and orientation remain unchanged.

On May 7, 2018, Council adopted the Port Dalhousie Commercial Core and Harbour Area Conservation District Plan (HCD Plan) as well as the Port Dalhousie Commercial Core and Harbour Area Secondary Plan (PDSP) and implementing Official Plan Amendment No. 18 (OPA 18). Both the HCD Plan and PDSP were appealed to the Local Planning Appeal Tribunal and are, therefore, not yet in effect. Given the Zoning By-law Amendment that is the subject of this report was submitted and deemed to be complete prior to the new policy documents coming into effect, the Application has been evaluated under the existing approved policy framework. Notwithstanding, the secondary plan policies and heritage conservation district plan guidelines have informed staff's analysis of and recommendations on this Application.

On June 11, 2018, Council approved a Zoning By-law Amendment for the Royal Canadian Legion lands at 57 Lakeport Road and adjacent publicly owned lands (File No. 60.35.1032; Report No. PBS-129-2018). Those publicly owned lands include a portion of 57A Lakeport Road, which is also the subject of this Application. Staff note that the two development proposals and recommended zoning changes do not conflict with one another.

Report

The subject lands are located within the Port Dalhousie Heritage Conservation District and the City's North Planning District. Specifically, the lands are located on the east side of Lakeport Road (a Regional arterial road), south of Lock Street, and west of the Port Dalhousie harbour. The subject lands are served by one transit route (weekday route 301, weekend route 401). A location map is attached as Appendix 1.

Proposed Development

The Applicant seeks approval of a Zoning By-law Amendment to permit the redevelopment of the former Lincoln Fabrics lands at 61 and 63 Lakeport Road and the adjacent publicly owned lands at 57A (59A) Lakeport Road for a mix of commercial and residential uses, private and public parking, and publicly accessible open space. The proposal involves the re-use and rehabilitation of the original portion of the existing four-storey (16 metre) industrial building at 63 Lakeport Road (the Lincoln Fabrics building), plus a stepped-back two-storey addition on top of the existing building, and a nine-storey addition to the northeast of the existing building. The existing two-storey north wing and two-storey loading dock/office along Lakeport Road are proposed to be demolished. The existing restaurant building at 61 Lakeport Road (Pier 61 Bar and Grill) is also proposed

to be demolished and replaced with publicly accessible open space (see Appendix 2). The proposal represents a density of approximately 214 units per hectare.

Since the date of the public meeting, the Applicant has submitted the following revised plans and studies, and additional perspectives:

- Preliminary Site Plan (Appendix 2)
 - Updated to reflect changes to the layout of surface parking areas and approximate location of the required road widening for the Region of Niagara
- Preliminary Site Plan – Ground Floor (Appendix 3)
 - Updated to reflect an increase in the number of live/work dwelling units and reduction in the amount of commercial space
- Preliminary Underground Parking Plans (Appendices 4 and 5)
 - Updated to reflect an expanded underground parking garage
- Elevation Height Studies (Appendices 6 and 7)
 - Prepared to demonstrate the reduction in building height and to compare the proposed building height to that of the recently approved eight-storey Royal Canadian Legion building
- Conceptual Landscape and Public Realm Plan (Appendix 8)
 - Revised to reflect changes to the preliminary site plan
- Perspectives (Appendices 9 thru 13)
 - Updated to reflect changes to the building elevations
 - Additional perspectives provided to demonstrate new views to the harbour as well as impacts on existing views to the harbour
- Shadow Study
 - Provided to demonstrate shadow impacts on the adjacent lands to the north, including the Royal Canadian Legion lands at 57 Lakeport Road and the proposed pedestrian promenade and public open space
- Cultural Heritage Impact Assessment
 - Addendum submitted to address changes to the development proposal
- Functional Servicing Assessment
 - Updated to address technical matters such as fire flow requirements and the probable need to upsize the last leg of the Lakeport Road sanitary sewer
- Stormwater Management Brief
 - Updated to address technical matters such as stormwater quality control and events greater than the five-year storm

The revised preliminary site plans and underground parking plans (Appendices 2 through 5) show the proposed building and expansion located wholly within the limits of 61 and 63 Lakeport Road, while the northerly parking area, including underground parking, extends into 57A (59A) Lakeport Road. In all, 40 of the 129 underground parking spaces, and four of the 52 at-grade parking spaces are shown as encroaching either wholly or in part into the publicly owned lands. When viewed from the Lakeport Road sidewalk, the parking structure is not visible; it is located below the proposed ground floor elevation of 79.91 metres (geodetic elevation). However, due to the grade change between Lakeport Road and the harbour, the north and east walls of the structure emerge partially above the proposed exterior finished grades. An additional 16

at-grade parking spaces are shown at the south end of the site for a total parking supply of 181 private spaces and 12 public spaces.

The ground floor consists of two commercial units (370 square metres of floor area) on either end of the existing Lincoln Fabrics Building, plus seven live/work dwelling units. An additional six live/work dwelling units are provided on the ground floor of the nine-storey expansion, as well as lobby space and other spaces which are accessory to the residential uses. A total of 132 apartment dwelling units are proposed: five in the basement/walk-out level and 127 on floors two through nine.

The revised conceptual landscape and public realm plan (Appendix 8) provides for exterior amenity space for building residents behind the building, adjacent the harbour, including a patio area and pool. Boat slips are shown in the harbour, outside of the limits of the subject lands. Patio space is also provided for both commercial units at the north and south ends of the original portion of the existing building. Staff note that any structures proposed within the water and/or beyond the subject lands will require the approval of the Department of Fisheries and Oceans, the Niagara Peninsula Conservation Authority (NPCA), and the City.

A new publicly accessible open space is shown in the area where the existing Pier 61 Bar and Grill building currently sits; these lands would be transferred to the City as parkland dedication through the Site Plan Approval process. The plan also provides for a new public promenade over 57A (59A) Lakeport Road, providing an accessible connection between Lakeport Road and the new public open space and Harbour Walkway Trail.

The elevation height studies (Appendices 6 and 7) show a two-story addition and cupola atop the existing industrial building. The addition is almost entirely glass, and is stepped back from the existing roofline. The ultimate height of this portion of the building is 22.75 metres measured to the top of sixth floor, and 28.98 metres measured to the top of the cupola. No rooftop mechanical equipment is shown.

The elevation height studies also show a nine-storey expansion at the northeast corner of the existing building that steps away from Lakeport Road beyond the eighth floor, with significant modulation and fenestration. The expansion includes a substantial amount of glazing, some masonry brick, and pre-cast concrete limited to the first floor. The ultimate height of this portion of the building has been reduced from 32.30 metres to 29.85 metres. With the exception of an elevator overrun, no rooftop mechanical equipment is proposed; these elements are located in the middle of the ninth floor, surrounded by apartment dwelling units. Five perspective views are attached to this report as Appendices 9 thru 13.

Circulation of Application

This Application was circulated to all relevant departments and agencies in accordance with the requirements of the Planning Act; there were no objections received. The previous Information Report summarized comments received on the most recent submissions at the time of the Public Meeting. The Applicant's revised submission was

also circulated and no new comments were offered. Comments from the St. Catharines Heritage Advisory Committee are provided below.

St. Catharines Heritage Advisory Committee

The Applicant presented its original proposal to the St. Catharines Heritage Advisory Committee (SCHAC) on June 14, 2018. The following motion was carried by the Committee that evening:

“The SCHAC supports the restoration and adaptive reuse of the former Lincoln Fabrics building at 57A (59A), 61, and 63 Lakeport Road, including the restoration of the cupola and the addition of a recessed, two-storey addition on the upper level, provided that no significant exterior alterations are made which will in any way adversely impact upon the character defining heritage features of the existing structure; and further, that the SCHAC does not support the proposed new addition/construction at the north-east corner of the existing structure, in terms of height, massing, and impact on views, and recommends that it be modified to address these matters.”

As a result of feedback received from staff, the City’s peer reviewer, and the SCHAC, the Applicant submitted its revised proposal, which is the subject of this report, and returned to the SCHAC on July 19, 2018. Following the Applicant’s presentation of the revised proposal, the SCHAC moved that:

“The SCHAC supports the revised plans for the proposed new addition/construction at the north-east corner of the existing (former) Lincoln Fabrics building, located at 57A (59A) 61 and 63 Lakeport Road.”

Planning Analysis

Recent changes to the Planning Act require Council to fully consider planning applications in the context of consistency with the Provincial Policy Statement, and conformity with Provincial Land Use Plans (in this case the Growth Plan for the Greater Golden Horseshoe, also known as Places to Grow), the Regional Official Plan, and the City’s local official plan, the Garden City Plan. The Ontario Land Use Planning Framework applicable to this Application is outlined in Appendix 16 of this report.

Provincial Policy Statement

The Provincial Policy Statement, 2014 (the PPS), provides direction on matters of Provincial interest related to land use planning and development. Section 3(5) of the Planning Act stipulates that decisions of Council “shall be consistent” with the PPS.

The subject lands are located within a settlement area under the PPS. Sections of the PPS, which are particularly relevant to the subject proposal, are summarized below.

Settlement Areas

The PPS requires settlement areas to be the focus of growth and development, with land use patterns based on densities and a mix of land uses, which efficiently use land, resources, and infrastructure, and which are transit supportive and support active transportation, among other matters. A range of uses and opportunities for

intensification and redevelopment are to be provided, with planning authorities having the ability to identify suitable locations for growth, subject to appropriate development standards. Minimum intensification targets and redevelopment within settlement areas are to be established.

The City's Official Plan, the Garden City Plan (GCP), sets out areas for intensification and redevelopment, with a minimum intensification target, as well as policies that guide development standards. This is detailed in the Official Plan subsection of this report. The City's Zoning By-law further implements these policies.

Housing

The Housing policies of the PPS require that planning authorities plan for an appropriate range and mix of housing types and densities to meet the needs of current and future residents. Lands in the municipality shall be suitably zoned with sufficient servicing capacity available to meet a three-year demand of growth through intensification. Planning authorities must permit and facilitate all forms of housing and intensification, subject to appropriate development standards, with densities that efficiently use land and resources, are transit supportive, and support active transportation.

The housing policies of the PPS are reiterated in the Province's Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017, detailed below. Further, the City's Official Plan and Zoning By-law provide for all forms of housing, through intensification and other forms of development. The City has the ability to meet the housing needs of current and future residents within its current land use planning framework. Subject to an upgrade to a portion of the local sanitary sewer at the Applicant's cost, the proposed number of units can be accommodated by existing municipal infrastructure.

Public Spaces, Recreation, Parks, Trails and Open Space

The PPS provides that healthy, active communities should be promoted by planning for safe, pedestrian friendly public spaces that facilitate community connectivity, and by providing opportunities for public access to shorelines.

The policies above are reiterated in the Growth Plan. Further, the City's Official Plan and Zoning By-law promote a diverse and connected system of parks, open spaces, and trails to support opportunities for recreation, and the conservation and enhancement of cultural and natural heritage.

Cultural Heritage and Archaeology

The policies of the PPS require that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Planning authorities shall not permit development on lands adjacent to protected heritage property unless it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The cultural heritage policies of the PPS are reiterated in the Growth Plan. Further, the City's Official Plan policies provide direction for the protection and enhancement of the City's cultural heritage resources. The City may require a cultural heritage impact

assessment where a proposed development has the potential to adversely affect cultural heritage resources. The Applicant has submitted a cultural heritage impact assessment in support of this Application.

Natural Hazards

The PPS provides that development shall generally be directed to areas outside of hazardous lands adjacent to the shoreline of the Great Lakes, which are impacted by flooding hazards, erosion hazards, and/or dynamic beach hazards.

The City's Official Plan and Zoning By-law provide for the protection of the public from natural hazards through policies, land use designations, and screening tools. The Niagara Peninsula Conservation Authority's Regulation 155/08 identifies the floodplain limit along the subject section of the shoreline as 76.15 metres and requires that all building openings be located above this limit.

Implementation and Interpretation

The PPS stresses the importance of official plans and zoning by-laws in implementing the policies of the Province. Land use designations and policies of official plans, along with development standards of zoning by-laws, are important tools to protect provincial interests and direct development to suitable areas.

PPS Summary Opinion

Staff are of the opinion that the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement in that policies related to intensification, growth, housing, public spaces, natural and cultural heritage, and natural hazards are upheld.

At a density of approximately 214 units per hectare, the proposal will efficiently use existing infrastructure (subject to an upgrade to the Lakeport Road sanitary sewer at the Applicant's cost), and public service facilities, and will contribute to the range of housing options in the city. The proposed rehabilitation and adaptive re-use of the existing building ensures that an important heritage building will be preserved and adaptively reused in a positive manner. The subject lands are located along both an existing transit route and the Greater Niagara Cycle Route, and within a Community Commercial Centre, as identified by the City's Official Plan. The development proposal provides opportunities for new and improved public spaces, including upgraded public parking, a new pedestrian promenade and public park, increased accessibility and connectivity, and increased public access to the waterfront and Harbour Walkway Trail. All openings in the proposed expansion are located above the 100-year lake flood elevation as required by NPCA.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe, 2017 (the Growth Plan), came into effect on July 1, 2017. The Growth Plan stresses compact and well-designed development and prioritizes intensification in built-up areas. The Growth 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.” Section 3(5) of the Planning Act stipulates that decisions of Council “shall conform with” the Growth Plan, or “shall not conflict with” the Growth Plan, as the case may be.

The subject lands are located within a built-up area inside of a settlement area, as delineated by the Growth Plan. Several sections of the Growth Plan are particularly relevant to the subject proposal. As noted in the Provincial Policy Statement analysis above, the Growth Plan reiterates many of the policies of the PPS.

Managing Growth

The Growth Plan directs the vast majority of growth to settlement areas that have a delineated built boundary, have existing or planned water and wastewater systems, and can support the achievement of complete communities. Municipalities are required to establish a hierarchy of growth within settlement areas, intended to achieve complete communities that provide a range and mix of land uses and housing, optimize infrastructure, and have a high quality and attractive private and public realm.

Delineated Built-Up Areas

The Growth Plan specifically sets out that by the year 2031, a minimum of 60% of all residential development occurring annually within upper-tier municipalities will be within delineated built-up areas. Further, the Growth Plan requires that each municipality will have an intensification strategy, which identifies the appropriate type and scale of development and transition of built form to adjacent areas, and which ensures lands are zoned and development is designed in a manner that supports complete communities. Intensification strategies are to be implemented through official plan policies and designations, zoning, and other documents.

Notwithstanding the 60% intensification target set out in the Growth Plan, the Regional Official Plan (ROP) provides that 95% of all residential development occurring annually in St. Catharines must be within the built-up area. To meet this objective, the City’s Official Plan sets out a growth management framework, which includes Designated Intensification Areas and general intensification, and establishes design policies to ensure that growth is context sensitive, compatible, and fosters complete communities.

Summary Growth Plan Opinion

The Growth Plan provides a policy framework that is intended to be achieved within the context of each individual community, sensitive to adjacent areas. The City’s Official Plan and Zoning By-law set out the policies and standards to achieve the level of intensification and growth intended to occur within the City’s built-up area. These policies support the development of complete communities and help guide what is considered appropriate development given the context of the area. Staff are of the opinion that the proposed Zoning By-law Amendment conforms with and does not conflict with the policies of the Growth Plan for the Greater Golden Horseshoe in that policies related to managing growth, directing growth to built-up areas, housing, natural and cultural heritage, and public open space are upheld.

The proposed density of approximately 214 units per hectare will count toward the City's 95% residential intensification target and contribute to the range of housing opportunities in the neighbourhood. The mixed use development is located within a Community Commercial Centre, along a transit route, and in close proximity to public parks and the waterfront. The redevelopment of these underutilized lands will efficiently utilize existing infrastructure and public services. The proposal will ensure the conservation of the existing heritage building and its adaptive reuse, will provide opportunities for improvements to the public open space network, and will not impact the natural heritage system.

Regional Official Plan

Similar to the Growth Plan, the Regional Official Plan (ROP) directs that intensification in the form of compact, mixed-use, transit supportive development is to take place in built-up urban areas where appropriate servicing and infrastructure exists. The ROP establishes a framework for developing complete communities that include a diverse mix of land uses, a range of housing types, high quality public open spaces, and access to commercial uses by bike, car, and transit.

The subject lands are located within the St. Catharines Urban Area, as defined by the ROP. Policies of the ROP that are particularly relevant to this application are summarized below.

Intensification and Greenfield Growth

The ROP states that intensification includes all forms of development that occur within the built-up area. The ROP requires that municipalities develop intensification strategies, including the identification of specific Intensification Areas and general intensification to support the achievement of targets. The ROP establishes a residential intensification target of 95% for the City of St. Catharines, which target is reflected in the City's Official Plan, together with policies to establish Intensification Areas and to support general intensification throughout the built-up area, including within Community Commercial Centres.

Urban Design and the Public Realm

The policies of the ROP promote urban design analysis and municipal beautification to ensure communities remain attractive places, enhance the quality of life of residents, and encourage tourism. Municipalities are encouraged to adopt urban design guidelines to support the development of a strong sense of place and to include urban design analysis through private development projects so that public safety, active transportation, landscaping, and human scale in buildings facing public spaces are achieved. Further, the ROP promotes the development of the public realm in a manner that "supports vibrant social and cultural gathering spaces easily accessed by a variety of transportation modes." The City's official plan, the Garden City Plan, contains urban design policies against which this Application has been evaluated. A detailed analysis is included within the Official Plan section of this report.

Natural Hazards

The ROP stipulates that development and site alteration shall be directed away from hazardous lands that could be unsafe due to naturally occurring processes such as

flooding. Local municipalities are required to include mapping in their official plans and zoning by-laws showing the extent of hazardous lands as determined by the Niagara Peninsula Conservation Authority (NPCA).

NPCA staff advise that the subject lands are impacted by the Lake Ontario Flood Hazard and are satisfied that all new building openings will be located above the 100-year lake flood elevation of 76.15 metres.

Summary ROP Opinion

The ROP outlines a general planning framework for accommodating growth. The Plan generally encourages intensification throughout the built-up area while stipulating that local municipalities shall establish Intensification Areas and encourage general intensification to support the achievement of intensification targets. Regional staff are satisfied that the proposal aligns with its official plan policies.

Planning staff are of the opinion that the proposed Zoning By-law Amendment conforms to and does not conflict with the ROP in that Regional policies related to intensification and natural hazards would be upheld. The proposed density of approximately 214 units per hectare will count toward the city's 95% residential intensification target and contribute to the range of housing opportunities in the neighbourhood.

Local Official Plan (Garden City Plan)

The City's Official Plan, The Garden City Plan (GCP) sets out land use designations, policies, and principles to direct and manage the future orderly and efficient growth of the City. The Plan reflects the City's individual community interests within the context of Provincial and Region planning regimes. Section 1.1 b) i) of the Official Plan states that "no By-law may be passed... that does not conform to this Plan".

Land Use Policies – Community Commercial

The subject lands are designated as 'Commercial' on Schedule D1, General Land Use Plan for the GCP. The Commercial land use designation is primarily intended to provide concentrations of retail and service commercial uses to accommodate local resident needs, as well as to provide significant employment opportunities, subject to the policies of the Plan. Other permitted uses include recreational, institutional, and cultural uses. Adult oriented uses, auto dealerships, and hotels are not permitted. Building height and density are not restricted in the Community Commercial designation.

Schedule E1 of the GCP provides additional direction for the North Planning District and designates the subject lands as 'Community Commercial'. The Community Commercial designation permits a range of commercial uses as well as institutional, civic, cultural, indoor recreation, entertainment and residential apartment dwelling units. An urban design study is required prior to any development or redevelopment of the lands located between Lakeport Road and the west side of the Port Dalhousie Harbour to demonstrate appropriate design standards, a connected public realm, protection of public access and cultural heritage amenities, and to ensure views and vistas to the waterfront.

Summary Opinion of Official Plan Land Use Policies

This Application for Zoning By-law Amendment proposes the adaptive re-use and expansion of the existing Lincoln Fabrics building for a mix of uses, including 370 square metres of ground floor commercial space, 13 ground floor live/work dwelling units, and 132 apartment dwelling units on the basement/walk-out level and on floors two through eight. The development constitutes a density of approximately 214 units per hectare. The overall building height is proposed at nine stories (29.85 metres). As well, the use and function of the property to support the conservation and enhancement of the cultural heritage is maintained. The proposed mix of uses, building height, and density are all permitted under the policies of the Garden City Plan. An Official Plan Amendment is not required. The Applicant has submitted an urban design brief in support of this Application; an analysis is provided in the Urban Design subsection below.

Managing Growth and Change

A framework for managing growth in the City is set out in Section 2.3 of the Official Plan. The Plan provides a balanced approach that reflects and respects the character, function, scale and context of each area of the City, and which is consistent with and supports the growth and intensification strategies as set out in the Growth Plan.

The City's Urban Area boundary is finite and cannot be expanded and there is only a small amount of Designated Greenfield Area remaining. Section 2.3.2 of the Official Plan indicates that population and employment growth will therefore be primarily 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 uses and activity areas, functions, landscapes and identities;*
- ix) *the upgrading of existing infrastructure and public service facilities, and where required, the provision of new infrastructure and public service facilities to ensure adequate service capacity to support development, redevelopment and intensification;*
- x) *providing a balance of housing and employment opportunities to maximize the opportunities for people to live and work in St. Catharines, and to maintain*

a sustainable healthy tax base to support a balanced and complete community, and sustainable long term growth and development opportunities.

Growth and development in the City will occur by using land and infrastructure efficiently, building compact forms, having a mix of uses and housing forms, achieved through compatible design. The primary areas for intensification within the built boundary are the Urban Growth Centre, Intensification Areas and other vacant lands dispersed throughout the City. The Plan also recognizes and supports general intensification within all Local Neighbourhood Convenience Commercial, Major Commercial, and Community Commercial Centres, provided the intensification is achieved without detracting from the primary commercial use of such Centres.

Located in a Community Commercial Centre, the Plan envisions medium to high density residential growth on the subject lands, in conjunction with commercial uses, subject to an evaluation of a number of Official Plan policies. The compatibility of built form is of utmost importance when evaluating an Application for Zoning By-law Amendment which seeks to alter the development parameters for the site.

Section 2.3.3.5 of the Garden City Plan sets out the following housing policies as they relate to the management of growth and change:

- 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.*
 - iv) All types of new housing will be encouraged to support housing diversity for a range of life stages, special needs, incomes and ages to promote social inclusion, reduce isolation, and promote affordable housing 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.*

Section 2.3.3.6 of the GCP provides opportunities for the accommodation of employment growth through a mix of locations for economic activities and permitted uses, including Work Live accommodation. The GCP encourages Work Live (live/work) accommodation to enhance transit supportive employment and business opportunities

and directs that they should be generally located in the Urban Growth Centre, Intensifications Areas, and mixed use areas.

In summary, the Official Plan provides for many opportunities for high density housing and a mix of housing choices, primarily directed towards the Urban Growth Centre, Intensification Areas, and at commercial centres. New housing will be provided in a manner not to compromise, but to accentuate and enhance the character, structure and function of cultural and heritage landscapes, buildings and identities, and the City's network of parks, open space and natural areas, and public realm opportunities. Work Live accommodation is also permitted and should generally be located in the Urban Growth Centre, Intensification Areas, and mixed use areas. While the City's Zoning By-law permits a wide range of housing types throughout the City, it does not address Work Live accommodation.

Summary Opinion of Official Plan Section 2.3 Managing Growth and Change

The proposed Zoning By-law Amendment aligns with the growth management policies of the Official Plan in that the proposal provides for apartment dwelling units and live/work dwelling units in a compact, mixed use building located on an underutilized site within a Community Commercial Centre. The development will efficiently use existing municipal services, is transit supportive, and provides for a mix of dwelling unit sizes. The Official Plan provides direction that growth is to occur in a sensitive manner, with compatible building and site design, accentuating and enhancing the character, structure, and function of cultural heritage landscapes and the City's parks and open space networks. Through its evaluation of the detailed land use, cultural heritage, and urban design policies of the Official Plan, staff is satisfied that the proposed development is compatible with surrounding land uses. Approval of the Zoning By-law Amendment will contribute towards intensification targets and a diversity of housing opportunities in the City.

Cultural Heritage

The Official Plan supports the continuing use, reuse, care, and conservation of cultural heritage resources and properties. Section 3.1 of the Plan sets out the following policies for development and/or redevelopment proposals:

4. *All development/redevelopment shall have regard for identified cultural heritage resources and shall wherever feasible, incorporate these resources into any development plan.*
5. *The City may require a cultural heritage impact assessment where a proposed development/redevelopment or site alteration of lands, or on adjacent lands, has the potential to adversely affect cultural heritage resources.*
6. *Development/redevelopment and site alteration may be permitted on adjacent lands to protected heritage property pursuant to Part IV and V of the Ontario Heritage Act, where the proposed development or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected.*

7. *All new development/redevelopment in established areas of cultural heritage value or interest shall also be subject to the City's Urban Design Guidelines to ensure development is in keeping with the overall character of these areas.*

Section 3.2.7 provides additional direction, as follows:

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;*
- 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.*

The Applicant has provided a Cultural Heritage Impact Assessment (HIA) and Addendum, dated November 2017 and June 2018 respectively. The HIA provides a detailed background of the applicable policy regime measured against the heritage status of resources on the lands as well as adjacent lands. The HIA supports the retention, conservation and expansion of the existing Lincoln Fabrics building, subject to mitigating measures. It concludes that the proposed expansion is consistent with good heritage conservation practice in terms of setback, material differentiation, roof shape, and proportions and, most importantly, that new construction will not detract from the heritage values of the existing Lincoln Fabrics building.

More specifically, the HIA sets out the following heritage benefits of the development proposal:

- A significant heritage building will be maintained and repurposed;
- Features of the existing building will be restored, including windows and the stairwell cupola;
- The public will have access to a portion of the interior of the building, reinstating it as an important part of the community;
- The existing building will remain prominent and distinguishable from new construction;
- There will be an important heritage interpretation component on the site;
- The heritage building will be permanently protected through a conservation plan and heritage easement agreement, and through the commitment of the new condominium corporation and businesses on site;

- The proposal complies with the heritage conservation district guidelines as set out in 2001 and recently updated by Council.

A peer review of the Applicant's proposal has been completed by Michael McClelland of ERA Architects. Mr. McClelland is a member of both the Ontario Association of Architects and Canadian Association of Heritage Professionals. ERA specializes in heritage conservation, heritage planning, and urban design. ERA has engaged with the City and the Applicant in an iterative consultation process. The result of this process, in its view, is a development that represents good heritage planning, will facilitate the desirable rehabilitation and adaptive re-use of an important local historical landmark, and is consistent with the in-force and emerging heritage planning policy context for the Port Dalhousie community. Mr. McClelland's letter dated August 9, 2018, is attached to this report as Appendix 14.

It is Mr. McClelland's opinion that the Applicant's development proposal achieves an appropriate and sympathetic design relationship between the new construction and the retained heritage resource, ensuring a subordinate building expansion, and maintaining the Lincoln Fabrics building as the most prominent building in the West Harbour Area. Key views of the heritage resource will be preserved on all sides. Further, the proposal will accurately restore and reinstate the lost mansard-roof cupola element.

The following policies of Section 3.4 of the Official Plan provide guidance on matters related to archaeological resources:

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.*
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.*

During the pre-consultation process for this development proposal, the Region of Niagara waived the requirement for an Archaeological Assessment, given the subject

lands have been extensively disturbed over the years. In any event, the future site plan agreement will include clauses that will obligate the owner to immediately notify the Ministry of Tourism Culture and Sport, and / or the coroner, and / or other agencies, should deeply buried archaeological resources be discovered during excavation.

Summary Opinion of Official Plan Section 3 Cultural Heritage

Staff is of the opinion that the proposed development has given regard to cultural heritage resources in accordance with the City's cultural heritage policies.

Recommended mitigation measures, including the preparation of a commemoration plan as well as conservation and protection plans for the building, a heritage easement agreement, and the posting of a financial security to the City by the Applicant, are appropriate and acceptable. Archaeological obligations and warning clauses will also be included in the future site plan agreement.

The development proposal provides many heritage benefits, including the restoration and re-use of an important heritage building. The proposed nine-storey expansion will be subordinate and distinguishable, maintaining the Lincoln Fabrics building as the most prominent building in the West Harbour Area.

Urban Design

The Official Plan provides a framework for the evaluation of development and redevelopment proposals with respect to matters of urban design. These urban design policies are "concerned with how buildings, landscapes, and public spaces look and function together to create an overall character that reflects unique aspects of a community's history and culture" (Section 4). Specifically, the Plan describes urban design policies and deliverables, which seek to both maximize compatibility and to promote design excellence within the community. Urban Design policy sections that are particularly relevant to this development proposal include Section 4.4, The Public Realm; Section 4.5, Built Form; and Section 4.6, Universal Access. Below is a summary of these policy sections, with associated evaluation.

Section 4.4 describes the City's ambitions and expectations for the public realm, being the streets, parks, squares and other shared community places. The Plan describes that "Urban design opportunities to enhance the quality of the public realm shall be encouraged as part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas, and all municipal engineering projects related to public spaces" (Section 4.4.1). While this mixed-use project is not a municipal undertaking, it does involve partnership with the City in the use and design of public lands and lands to be acquired by the City, including a pedestrian promenade and a new public park. The Plan describes that such works on public lands will consider the following:

- a) the introduction or improvement of linkages where existing areas are inadequately connected to each other or between public places;*
- b) improvements to streetscapes, including pedestrian-scale lighting, bicycle facilities, street furniture, signage, landscaping, and enhanced active transportation wherever road improvements occur; and*
- f) the protection and enhancement of major vistas, gateways, and scenic routes.*

The proposal represents an opportunity to improve the public realm within Port Dalhousie, most notably through the provision of new public open spaces, including enhanced pedestrian access from Lakeport Road to the waterfront and Harbour Walkway Trail and a new public park where Pier 61 Bar and Grill currently stands. Important views and vistas to the harbour and Twelve Mile Creek will largely be maintained.

Section 4.5 of the Plan describes the City's design requirements related to built form and provides an associated framework for the evaluation of development applications. The Plan states that:

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 (Urban Design Principles) 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;*
 - c) *The level and visibility of the ground floor relative to exterior grade;*
 - 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.*

The existing Lincoln Fabrics building and adjacent harbour set the context for the West Harbour Area. The site is surrounded by public realm lands, including the harbor walk along the west side of the harbor, including the pedestrian bridge, and Locktender's Shanty, Rennie Park and the harbour wall, all sitting adjacent to the more traditional 'main street' environment of the Port Dalhousie Commercial Core.

The proposed roof top building addition and nine-storey expansion have been designed in manner that seeks to reflect the industrial character and architectural language of the existing Lincoln Fabrics building through the use of similar materials, architectural detailing elements, and façade composition. While the proposed nine-storey expansion is taller than the existing Lincoln Fabrics building, efforts have been made to reduce the

impact of height through step-backs and datum height relationships, and to reduce the appearance of bulkiness through façade articulation and modulation. To help minimize the overall profile of the building, rooftop mechanical equipment has been integrated into the ninth floor of the nine-storey expansion. Additionally, the two-storey roof top addition is proposed to be composed entirely of glass. Many of these elements will be restricted or secured through the Site Plan Approval and heritage permit processes.

The nine-storey expansion has been oriented behind and to the side of the existing Lincoln Fabrics building and is well spaced from the approved Royal Canadian Legion building to the north. The Pier 61 Bar and Grill building is proposed for demolition and will be replaced with a public park. All of these aspects help to maintain open views of the harbour. Views of the water from Lakeport Road will be partially obstructed by the building expansion and parking deck, however this impact will be reduced through the use of clear or open-type perimeter fencing along the upper parking deck rather than solid masonry or concrete walls.

The ground floor of the building will include commercial space, live/work dwelling units, and space that is accessory to the residential use. In order to ensure that the building relates to the street in a manner that supports an active and interesting streetscape within this commercial district, the residential components of the live/work dwelling units will need to be located entirely behind the commercial street front components thereof. Further, the ground floor of the nine-storey expansion will need to be laid out in such a manner that active uses face Lakeport Road, such as the residential lobby and not storage rooms.

Section 4.5.2 of the Official Plan provides further direction with respect to the appropriate design and placement of parking, service areas and utilities, as follows:

2. *Development/redevelopment will locate parking, service areas, and utilities to minimize the impact on the property, surrounding area, and the environment by:*
 - a) *Consolidating and minimizing the width of driveways and curb cuts;*
 - b) *Providing underground parking or parking structures where possible;*
 - c) *Limiting surface parking between the front and flanking face of a building and the public street;*
 - d) *Providing perimeter landscaping as well as landscaped interior islands;*
 - e) *Using permeable pavement systems or other low impact development practices;*
 - f) *Connecting parking areas to the street through safe, landscaped pedestrian walkways;*
 - g) *Integrating utilities as part of the building and site design, where feasible;*
 - h) *Ensuring safety for active transportation.*

The proposal satisfies these requirements by placing the majority of parking associated with the building in a primarily below-grade structure. The surface parking depicted on the plans is existing or replacement public parking. The placement of the parking garage ramp away from Lakeport Road is desirable as these can be less attractive

features and can cause pedestrian conflicts at the primary Lakeport Road access. To better define the entrance to this site and the neighbouring approved Royal Canadian Legion site, the existing vehicular access will be reduced in width. The building will be connected to public parking and municipal sidewalks by enhanced pedestrian linkages.

Section 4.6 of the Official Plan describes the importance of providing for mobility and universal access, particularly in the design of new buildings and in public spaces. The Plan provides that new buildings and public spaces “shall be designed to foster and support accessibility by all citizens” (4.6.1). This policy is significant with respect to the proposed re-grading of the lands in the area of the new pedestrian promenade. The concept design for this new public space includes a sloping concrete walk connecting Lakeport Road to the harbour wall and Harbour Walkway Trail. This new pedestrian connection will help to improve accessibility to the waterfront.

Staff note that the recently adopted Port Dalhousie Commercial Core and Harbour Area Secondary Plan includes urban design policies, including specific urban design direction related to the West Harbour Area, where the subject lands are located. The general urban design policies of the Official Plan should be read in conjunction with these new Secondary Plan urban design policies, which focus primarily on recognizing and reflecting the heritage character of the area, including its nautical and industrial character and its strong connection to the water. While not determinative in the evaluation of this Application, the proposed development appears to be largely consistent with these new Secondary Plan urban design policies.

Summary Opinion of Official Plan Section 4 Urban Design

The proposed Zoning By-law Amendment, as recommended, will facilitate a building addition and the restoration and adaptive re-use of an existing heritage building for a mix of uses that can achieve the urban design expectations and deliverables described in the Official Plan. Implementation of specific urban design matters will be further secured through the Site Plan Approval process, in conjunction with appropriate measures to ensure the conservation of the significant heritage resource. Specific design matters that will be further addressed through the Site Plan Approval process are described in both the Site Plan Control section of this report and the Staff Recommendation.

Port Dalhousie Commercial Core and Harbour Area Secondary Plan (Official Plan Amendment 18 [OPA18])

The subject lands are located within the boundaries of the Port Dalhousie Commercial Core and Harbour Area Secondary Plan (the PDSP). The PDSP and implementing Official Plan Amendment No. 18 were approved by Council on May 7, 2018, and subsequently appealed to the Local Planning Appeal Tribunal (LPAT). This Application for Zoning By-law Amendment was received prior to the approval of the PDSP and OPA18, therefore the new policies are not determinative as it relates to the evaluation of this Application for Zoning By-law Amendment. Instead, the PDSP and policies contained within OPA 18 have informed staff's evaluation of and recommendations on this Application.

The PDSP designates the subject lands as Community Commercial (West Harbour Area). The Community Commercial designation provides for a variety of uses that contribute to and enhance the vibrancy, year round activity, tourism, and economic vitality of the area. The PDSP provides further direction for lands within the West Harbour Area (Section 3.3 ii), as follows:

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 (the) 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 of the PDSP.

Permitted uses within the Community Commercial designation of the West Harbour Area include an appropriate range and mix of commercial, institutional, entertainment, hotel, community and cultural uses, indoor recreation, and apartment dwelling units within mixed use buildings. The residential components of a live-work dwelling unit are not permitted on the ground floor. Height of buildings will generally not exceed 28 metres (8 storeys). Other policies relate to appropriate building setbacks, placement, and massing; mitigation of shadow impacts; the maintenance and enhancement of views; the provision of direct public waterfront access; connected and accessible landscape design; and other matters. OPA 18 specifically directs that the Lincoln Fabrics building will remain the most prominent building in the West Harbour Area.

The Applicant proposes a nine-storey (29.85 metre-high) building expansion in addition to a two-storey roof-top addition with an ultimate height of six stories (22.75 metres). A mix of commercial and residential uses are proposed, including live/work dwelling units, at a density of approximately 214 units per hectare. While OPA 18 specifically directs that the residential component of live/work dwelling units shall not be located on the ground floor, the recommended site specific zoning provisions herein will ensure that the residential component of these units are tucked behind the commercial component, thereby meeting the spirit and intent of the policy. The proposed commercial uses and apartment dwelling units are permitted, as is the proposed density.

The PDSP provides that height will *generally* not exceed 28 metres or 8 stories. At 29.85 metres and nine storeys in height, the proposed mixed use building is in keeping with this policy. The Applicant's shadow study demonstrates that there is no significant shadow impact on the adjacent Royal Canadian Legion lands to the north, nor the proposed public promenade and public open space. Further, the overall height of the building will be shorter than the future Royal Canadian Legion building, recently approved by Council. In that case, the eight-storey building with an exposed stairwell and roof-top viewing platform exceeds the height of the proposal which is the subject of this report.

The Applicant's development proposal presents opportunities for increased public access to the waterfront and significant public realm improvements, including upgraded public parking, and a new pedestrian promenade and park. Through the Site Plan Approval process, staff will work with the Applicant to ensure the coordinated design of this development with the neighbouring Royal Canadian Legion development at 57 Lakeport Road to ensure an ultimately cohesive landscape of mixed-use buildings and public open spaces in the West Harbour Area.

Summary Opinion of Port Dalhousie Commercial Core and Harbour Area Secondary Plan

Staff is satisfied that the proposed re-use and expansion of the Lincoln Fabrics building for a mix of commercial and residential uses is largely consistent with the policies of the not-yet-in-effect PDSP. The proposed height of nine stories (29.85 metres) is generally in keeping with the height policies set out in OPA 18. The proposal presents opportunities for public realm improvements and an overall cohesive landscape for the West Harbour Area. Staff are recommending site-specific zoning provisions so that the residential component of live/work dwelling units are not oriented toward Lakeport Road, in keeping with the spirit and intent of the Community Commercial policies of the PDSP.

Port Dalhousie Heritage Conservation District

The subject lands are located within the Port Dalhousie Heritage Conservation District; a Heritage Permit will be required for the demolition of certain building additions to the original building and the overall development proposal. The purpose of the guidance is to "provide care and protection of the heritage character" of the District. It establishes the following priorities to ensure the wise care and management of the heritage character of the area:

- *the protection of all remnants of the Welland Canals as significant elements of industrial archaeology in the landscape;*
- *encouraging the current vitality of the commercial area by promoting its unique architecture and contemporary commercial adaptive reuse as well as continuing to protect its distinctive heritage fabric;*
- *maintaining the low profile, compact building forms of the cottage and residential areas by encouraging any future changes to develop in depth or in width on lots rather than vertically in height;*
- *maintaining and enhancing existing open space, sport and recreation areas in a manner consistent with protecting distinguishing heritage features;*
- *ensuring that supporting and contextual landscape features such as grass boulevards, street trees, hedgerows, front yard plantings and many mature boundary plantings such as trees, mixed shrub borders and hedges are conserved and managed; and*
- *encouraging new development, construction and any public works where it is clearly demonstrated that such changes will have no adverse effects upon the heritage attributes of the district and will positively contribute to the character of the area.*

The Guidelines state that “it is worth emphasizing that these are ‘guidelines’. They are intended to provide an objective minimum level of appropriateness for physical change over the coming years. The guidelines are not prescriptive in determining specific design solutions for each building or lot.”

The existing Lincoln Fabrics building is identified as a remnant industrial structure directly associated with the historical marine, port and shipping function of the area. The demolition of existing heritage structures and the construction of new buildings will be actively discouraged, although it is not prohibited by the Ontario Heritage Act. New construction is required to be compatible with the character of adjoining properties and the streetscape, and should not copy historical buildings, rather should appear as new. Policies related to additions to heritage buildings are set out in the context of traditional commercial buildings and low-rise, low-density residential uses that are not located in the Harbour Area. The document does not include design guidelines specific to mixed use development such as the one proposed by the Applicant.

The proposed development will not adversely affect the remnants of the Welland canals. The Cultural Heritage Impact Assessment (HIA) has recommended that among other mitigation measures, the preparation of a commemoration plan as well as conservation and protection plans for the building, should be undertaken. Commemoration will further protect the remnants of the Welland Canals by fostering public awareness.

Although the lands are not located in the commercial area, future residential use will increase the local population base that will support local establishments, many of which are contributing heritage buildings.

The lands are not located in the cottage or residential areas of the heritage district. The proposed development will result in improvements to the public realm, including a new pedestrian promenade and public park. These improvements will create enhanced connectivity to public open space, while not compromising heritage attributes.

A concept landscape plan was submitted in support of this Application. The plan maintains existing supporting and contextual landscape features (e.g. street trees and benches). It also introduces new landscape features on the lands and at the interface between the subject lands and Lakeport Road as well as the surrounding public realm. The landscape design for this site will be further refined through the Site Plan Approval process.

Summary Opinion of Port Dalhousie Heritage Conservation District Priorities

Staff is of the opinion that the proposed development has given regard to the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change District Priorities. The proposed development has numerous heritage benefits and will have no adverse impacts upon the heritage attributes of the district, concurring with the proponent’s Cultural Heritage Impact Assessment. An important heritage building will be rehabilitated and conserved, maintaining it as a distinct point of reference along this part of Lakeport Road and within the Port Dalhousie community overall.

Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District

The subject lands are located within the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District approved by Council on May 7, 2018, and subsequently appealed to the Local Planning Appeal Tribunal (LPAT). The Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (the HCD Plan) identifies and defines the District's natural and cultural heritage attributes, which contribute to the distinct character of the area, and establishes policies and guidelines to support the retention, conservation, and enhancement of those natural and cultural heritage attributes. Although the policies are not determinative for this Application, since they were approved after this Application for Zoning By-law was submitted and are not yet in effect, staff do offer the following comments.

The HCD Plan identifies the existing Lincoln Fabrics building (previously known as the Maple Leaf Rubber Company building) as the largest remaining structure from Port Dalhousie's past. Built sometime after a fire on the property in 1898, the building is an important landmark visible from several vantage points. Given its heritage attributes (i.e. its relationship to the former Welland Canal, Edwardian brick facades, etc.), the HCD Plan has assessed the property as "contributing" - a property with features that define the heritage character and which retain sufficient original heritage attributes to allow for conservation and restoration. It is therefore important to conserve the building whole and in situ. Modern additions to the building have been assessed as "non-contributing" and may be demolished.

The HCD Plan provides for the addition of two stories to the existing Lincoln Fabrics building, so long as the addition is clearly distinguishable from other floors. Other approaches to additions and alterations 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" (Section 10.5.6). Building additions must be subordinate to the existing building.

The Applicant has submitted a Heritage Impact Assessment in support of this Application, which evaluates the impacts of both the proposed demolitions and building additions, including impacts on views. A peer review of the document by ERA Architects was also completed. The findings of both the HIA and peer review are detailed earlier in this report. Both conclude that the nine-storey expansion is distinguishable from and subordinate to the existing Lincoln Fabrics building, thereby ensuring the contributing building remains the most prominent building in the West Harbour Area.

The HCD Plan describes views, vistas and vantage Points and provides measures aimed at enhancing identified features of these views, vistas and vantage points. These measures include:

- *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.*

The HCD Plan recognizes that new development will “encroach to some extent on views to the harbour”. To that end, the Plan directs as follows:

- *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 the water (i.e., narrow buildings preferred).*

The subject lands are located between the Lakeport Road and Harbour Walk/Waterfront Trail kinetic views and across from the East Harbour Edge kinetic view. The proposed new building will not adversely impact views to the harbour from Lakeport Road as the location of this view will be replaced, that is to say the demolition of the existing Pier 61 Bar and Grill building helps to offset views lost to the nine-storey expansion. Views from the harbour and Martindale Pond from the Harbour Walkway Trail will be maintained as will views from the East Harbour Edge. The Applicant has submitted various perspective views, which are attached to this report as Appendices 9 thru 13.

Summary Opinion of Port Dalhousie Commercial Core and Harbour Area Heritage District

Staff is of the opinion that the proposed development has given regard to the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan. As stated above, a peer review of the Applicant’s proposal has been completed by Michael McClelland of ERA Architects. As a result of this process, and in Mr. McClelland’s view, the proposed building expansion will be subordinate and distinguishable from the existing heritage building, thereby maintaining the Lincoln Fabrics building as the most prominent building in the West Harbour Area.

Zoning By-law

Zoning By-law 2013-283 zones the subject lands as Community Commercial, with Special Provision 10 (C2-10). The C2 Zone permits a broad range of commercial uses, including retail stores and restaurants, non-commercial uses, including offices and places of assembly/banquet halls, as well as apartment dwelling units. Special Provision 10 restricts the height of buildings to 11 metres, and details additional permitted uses, including administrative offices of a marina and boat slips, and hotels/motels.

The Applicant has requested a Zoning By-law Amendment to add a new Special Provision No. 149 to the subject lands to deal with site and building design-specific matters. These are outlined below, together with additional zoning provisions recommended by staff, and an analysis of each. The staff recommendation for the actual zoning by-law amendment is attached to this report as Appendix 15.

Prohibited Uses

In keeping with the direction of the PDSP and implementing OPA18, staff is recommending that Special Provision 149 prohibit certain uses on the subject lands, including auto-related uses (car wash, motor vehicle repair garage, and motor vehicle sales/rental service centre) and drive-thru facilities. It is staff's opinion that these types of uses would be inappropriate on the subject lands, given the unique context of the Port Dalhousie Commercial Core and Harbour Area.

Additional Permitted Uses

In addition to the uses permitted under Section 6.2 of the Zoning By-law, Special Provision 149 will permit certain additional permitted uses, which staff believe are appropriate in certain locations on the subject lands.

For Area A, which is comprised of the privately owned lands at 61 and 63 Lakeport Road, a hotel/motel will be carried over as an additional permitted use from the existing Special Provision 10. This use is also specifically permitted for the West Harbour Area under the recently-approved, albeit not-yet-in-effect OPA18. Live/work dwelling units would also be permitted; this particular use and the related zoning provisions are explained further below.

For Area B, which is comprised of the publicly owned lands at 57A (59A) Lakeport Road, a trail will be permitted to allow for the development of the proposed pedestrian promenade. These lands have functioned for many years as a public access between Lakeport Road and the Harbour Walkway Trail. The development of a formalized trail connection here is appropriate and does not conflict with the Community Commercial land use policies of the Garden City Plan.

Live/Work Dwelling Units

The Garden City Plan encourages the provision of Work Live Accommodation to support economic growth in the city. The PDSP and implementing OPA18 do not however permit the residential components of these units to be located on the ground floor. The intent of this policy is to conserve the commercial primacy of the area and to ensure active and engaging ground floor uses adjacent to Lakeport Road. Zoning By-law 2013-283 does not currently recognize live/work dwelling units as a permitted use.

The Applicant has requested that live/work dwelling units be permitted on the subject lands, with the use being defined as "a premises that is comprised of a dwelling unit as well as dedicated space for the operation of a permitted non-residential use." The Applicant has provided a typical layout for the proposed units, which demonstrates that the commercial component will be located adjacent to Lakeport Road, with the residential component tucked behind and separated from the commercial component by a dividing wall. Staff are satisfied that the proposed use, definition, and typical layout meet the spirit and intent of the PDSP and OPA18, subject to certain recommended zoning provisions.

In order to ensure a sufficiently large space is provided within the unit to practically support a commercial use, staff is recommending that a minimum 25% of the unit be

dedicated to the commercial use. Similarly, staff is recommending that no more than 70% of the total ground floor be dedicated to live/work units. This provision will ensure that a minimum 30% of the ground floor is maintained for strictly commercial uses, that is commercial uses that stand alone and are not contained within a live/work dwelling unit, such as the restaurant and café included in the Applicant's proposal.

As the Zoning By-law does not currently recognize live/work dwelling units as a permitted use, there is no parking requirement to apply. The Applicant requests a parking requirement of one space per dwelling unit, including both the residential and commercial components of the unit. It is noted that parking for residential apartment dwelling units is required to be provided at a ratio of one space per dwelling unit and that a home based business is permitted in any zone within a principal dwelling unit without the requirement for additional parking. In many ways, the proposed live/work dwelling units will function in a similar manner to home based business.

Further, although technically a parking reduction is not being sought (because a parking requirement for live/work dwelling units does not exist), staff have reviewed the policies related to parking reductions in the Garden City Plan for the purposes of evaluating the proposed parking requirement. The GCP provides that parking reductions may be considered where, among other scenarios, there are opportunities for shared parking, where transit is readily available, and where bicycle parking is provided. Staff note that bicycle parking will be required for this development, that the subject lands are located along a transit route, and that there is public parking available in the immediate vicinity along Lakeport Road, at 57A (59A) Lakeport Road (also the subject of this Application), within Lockhart Point to the north, Rennie Park to the south, and along the east side of the harbour. Further, through the preparation of the Region of Niagara's Environmental Assessment of Main Street, Lock Street, and Lakeport Road, and their Streetscape Master Plan for the area, the city will be working with Regional staff to explore opportunities for on-street parking along Lakeport Road. Lastly, staff note that the Transportation Review completed as part of the preparation of the Port Dalhousie Commercial Core and Secondary Plan study recommended that the commercial parking exemption that exists for Port Dalhousie's commercial core be extended to include the West Harbour Area. Given all of the above, staff is satisfied that a parking requirement of one space per live/work dwelling unit is sufficient and appropriate.

Non-residential Uses

OPA 18 sets out certain restrictions on the overall amount of non-residential uses on any one site, including that the size of non-residential units shall not exceed 370 square metres and that the total amount of non-residential ground floor uses shall not exceed 1,860 square metres. The intent of these provisions is to ensure that big box-type developments do not overwhelm the smaller-scale commercial nature envisioned for the West Harbour Area and to ensure that upper floors are retained primarily for residential use.

Staff is recommending that the requirement for non-residential unit sizes to not exceed 370 square metres be applied to this site. Further, a requirement that the total amount of ground floor non-residential uses not exceed 2,000 square metres is recommended.

Staff note that the footprint of the existing Lincoln Fabrics building already exceeds 1,860 square metres and has adjusted the provision accordingly.

Maximum Building Height

Special Provision 10, which currently applies to the subject lands, restricts the height of buildings to 11 metres. The intent of this provision is to ensure compatibility with the surrounding built fabric and to minimize the potential impacts of building height, such as shadowing or loss of privacy. Zoning By-law 2013-283 exempts certain building elements from the height restrictions of the By-law, including, but not limited to rooftop mechanical equipment, elevator overruns, chimneys, and flag poles.

The Applicant requests an increase in building height from 11 metres to 30 metres to allow for the construction of a nine-storey expansion to the north-east corner of the existing Lincoln Fabrics building. The revised preliminary elevations show an ultimate building height of 29.85 metres to the top of the proposed flat roof. No rooftop mechanical equipment is proposed, save and except for a 0.85 metre-high elevator overrun. All other mechanical equipment is proposed to be located on the ninth floor, surrounded by dwelling units. This design consideration helps to mitigate the impacts of building height. Elevation Height Studies are attached to this report as Appendices 6 and 7.

The Applicant has also submitted a shadow impact study which demonstrates that there will be minimal impact on the adjacent Royal Canadian Legion lands to the north and Harbour Walkway Trail to the north and east. The existing building and proposed expansion are located in such a manner that will result in substantial spacing between the subject building and the proposed Royal Canadian Legion building. This spacing will help in achieving a pedestrian-scaled environment along the proposed pedestrian promenade.

The proposed building height of 29.85 metres is consistent with the recently-approved, albeit not-yet-in-effect OPA 18, which directs that building height shall generally not exceed 28 metres. An increase in the permitted building height for the subject site to 30 metres is not expected to impose significant shadow impacts on adjacent land uses, nor a significant impact on the character of the established building form. Further, there are no low-rise residential buildings in the immediate West Harbour Area. Staff is satisfied that the proposed building height is desirable, appropriate, and consistent with the recently-approved Port Dalhousie Secondary Plan.

For Council's information, the approved maximum height of the future Royal Canadian Legion lands is 29.3 metres, plus rooftop mechanical equipment.

Where and How Height is to be Measured

Zoning By-law 2013-283 provides that height shall be measured from grade at the principal entrance of the building. For a Principal Building, height is measured from grade at the principal entrance to the mid-point between eaves and the ridge of a pitched roof, or to the highest point of the roof surface of a flat roof.

Staff note that on occasion there have been situations where fill was added to a site, resulting in an increase in the finished grades from the establish grades. In those cases, the result has been a building that appears taller than originally envisioned. In order to avoid this result, staff is recommending that the height of the proposed building be measured from a specific geodetic elevation of 80 metres, being approximately 0.5 metres higher than existing grades on this site. This zoning provision is consistent with that imposed on the neighbouring Royal Canadian Legion lands at 57 Lakeport Road.

Height and Setbacks of Parking Structures

The Applicant proposes to construct a two-level parking structure, which would be located primarily beneath 61 Lakeport Road, but would also encroach into the publicly owned lands at 57A (59A) Lakeport Road. The existing established grade of the centerline of Lakeport Road is approximately 79.5 metres above sea level, sloping downward towards the harbour. In order to ensure views to the water are maintained over the at-grade parking garage deck, staff is recommending that the height of the deck and the associated perimeter walls do not exceed a height of 80.0 metres above sea level. This requirement would not apply to guards or rails provided atop the wall for safety considerations, however staff are recommending that these elements be transparent or of open-construction. For Council's information, this is in keeping with recent zoning approvals granted for the adjacent Royal Canadian Legion site at 57 Lakeport Road.

Staff are also recommending that any exposed walls associated with the underground parking structure be setback a minimum of 7 metres from the northerly property boundary of 57A (59A) Lakeport Road.

Maximum Building Width and Minimum Yards

The existing Lincoln Fabrics building is located parallel to Lakeport Road and is approximately 79.5 metres in width, as measured along the Lakeport Road-facing facade. The Applicant proposes a nine-storey expansion to the north-east corner of the existing building that will result in an overall building width of 99.85 metres. As proposed, a northerly interior side yard setback of approximately 24 metres, as measured from the common property line between the privately and publicly owned parcels, would result. A road widening to the Region of Niagara of varying widths along Lakeport Road will result in a front yard setback of 1 metre for the existing building.

Staff is satisfied that, as proposed, the location and length of the building provides sufficient spacing from the adjacent Royal Canadian Legion building to the north and will maintain views to the harbour. Post-development views to the harbour are shown in the attached Appendices 9 and 10. Certain zoning provisions are recommended, including a minimum northerly interior side yard setback of 23 metres (measured from the common property line between 61 and 57A (59A) Lakeport Road), a minimum front yard setback of 1 metre for existing buildings, and a maximum building width of 101 metres. A very small degree of flexibility has been accounted for in these provisions to allow for minor adjustments to the building's width and location, if necessary.

Exemption from Requirements for Platform Structures

Zoning By-law 2013-283 sets out certain provisions related to platform structures, including elevated decks and balconies. The intent of the provisions is to mitigate overlook onto adjacent properties. Given their location adjacent to the harbour, and that the proposed building is well spaced from the adjacent Royal Canadian Legion lands to the north, staff is recommending that the subject lands be exempted from the minimum interior side yard, minimum rear yard, and maximum area requirements for platform structures. The exemption would apply to all balconies on the north, south, and east facades, as well as the patio area proposed for the restaurant use.

Parking Location

Zoning By-law 2018-283 requires that all parking associated with a residential use be provided on the same lot as the residential use requiring the parking and, for commercial uses, that parking be provided on the same lot requiring the parking, or on a lot within 120 metres of the commercial use.

The Applicant proposes to use a portion of the privately owned lands at 57A (59A) Lakeport Road for the provision of private parking. In all, 40 of the 129 underground parking spaces, and four of the 52 at-grade parking spaces are shown as encroaching either wholly or in part into these lands. The surface of the publicly owned lands will be maintained for public use, including the provision of 13 public parking spaces and a new pedestrian promenade. Staff is satisfied that the primary function of these lands will be maintained for public access and are therefore recommending that private parking associated with the proposed development may also be provided on 57A (59A) Lakeport Road. The parcel in question will be subject to Site Plan Approval and a lease agreement with the Department of Fisheries and Oceans and the City. Through these processes, staff will work with the Applicant to ensure the design of the space is appropriate for its primary function as a public space.

Landscape Buffer Provisions

Zoning By-law 2013-283 requires that parking areas with more than 20 spaces, but less than 100 spaces, be buffered from adjacent roads and lot lines with the provision of a 3 metre landscape strip.

The Applicant has requested that the subject lands be exempted from this requirement. The revised preliminary site plan shows a landscape buffer along the Lakeport Road frontage of the lands that ranges in width from 0 metres to more than 8 metres. This fluctuation in buffer width is due, in part, to the location of the existing building on the lands and the requirement for a road widening to the Region of Niagara. It is staff's opinion that the requested exemption from landscape buffering requirements can be offset with boulevard planting, more substantial screening where wider landscaped areas are proposed, or alternative landscape treatments, such as a low garden wall. These alternatives will be reviewed through the Site Plan Approval process and are reflected in the staff recommendation herein.

Site Plan Control

In accordance with the City's Site Plan Control By-law, the Applicant will be required to enter into a site plan agreement with the City prior to the issuance of a building permit for the development contemplated. The site plan agreement will address issues related to the design of public spaces, access and parking, lighting, buffering, servicing, storm water management, façade finishes and treatments, among other matters. As a condition of Site Plan Approval, the owner will be required to enter into a servicing agreement for the required upgrades to the Lakeport Road sanitary sewer. As is detailed in the staff recommendation, Council should direct staff to pay particular attention to the following matters, which are particularly important given the context in which these lands are located:

- a) the provision of building step-backs beyond the roofline of the existing Lincoln Fabrics building and beyond the eighth floor of the proposed nine-storey addition;
- b) the location, extent and screening of rooftop mechanical equipment, including elevator overruns and stairs, so that impacts on height and views are minimized;
- c) the provision of context-appropriate landscaping, transparent or open-construction guards around the parking deck and parking garage ramp, and open drop-off area beneath the second floor of the nine-storey expansion, so that impacts on views to the harbour and Twelve Mile Creek are minimized;
- d) the layout of ground floor uses in the nine-storey expansion so that active uses, such as residential lobby areas, are oriented towards Lakeport Road and include a significant amount of vision glass;
- e) the provision of enhanced landscape buffering along Lakeport Road, such as boulevard plantings or a low garden wall, to compensate for the reduction in landscape buffer widths in certain areas where pinch points may occur;
- f) the impacts of wind on the pedestrian environment that may be caused by the proposed building expansion;
- g) the coordination of landscape design with adjacent lands, including public spaces and the Royal Canadian Legion lands to the north at 57 Lakeport Road, so that elements such as exterior lighting, paving materials, furnishings, railings, and landscaping are harmonized across the west harbour area;
- h) the provision of adequate public parking with appropriate signage so that there are a minimum of 13 public parking spaces;
- i) the refinement of the design of the new pedestrian promenade and public park to ensure an accessible connection between Lakeport Road and the waterfront.

The public will again be consulted on detailed designs refined through the Site Plan Approval process. Upon approval, the site plan agreement will be registered against the title of the lands and legally binding upon the existing and future property owners. The Applicant will be required to post securities to ensure the terms of the agreement are carried out. Parkland dedication will be transferred to the City as part of the Site Plan Approval process.

Use of Public Lands

The Applicant will be required to enter into lease agreements with both the City and the Department of Fisheries and Oceans, as owners of the public lands into which the

proposed parking structure and restaurant patio encroach. The negotiation of those leases will occur once more refined designs and cost estimates are available, and once there has been additional public consultation through the Site Plan Approval process. Staff are recommending that Council approve, in principal, the use of these lands by the Applicant.

Environmental Considerations

The Environmental Protection Act (EPA) requires the filing of a Record of Site Condition (RSC) where there is a change in land use to a more sensitive use (e.g. from commercial or industrial to residential). The filing of an RSC is an applicable law under the Ontario Building Code (OBC) and is, therefore, required prior to issuance of a building permit. The filing of an RSC is not complete until the application has been reviewed and approved by the Ministry of the Environment, Conservation and Parks (MOECP, formerly known as the Ministry of the Environment and Climate Change), and the RSC posted on their Site Registry.

The Applicant has completed Phase I and II Environmental Site Assessments for the subject lands. These studies provide a detailed history of land uses on the site as well as the findings of soil samples and tests for contaminants within the building. The studies also provide direction for any required remediation works so that provincial standards for change in land use can be met. Additional studies are required to document site clean-up prior to the filing of an RSC.

As with many other brownfield redevelopment projects, the required RSC for this project cannot be completed until the lands are excavated and backfilled with clean soil. This is typically done at the same time as construction of the foundations are poured. Accordingly, a building permit for the foundation only will be issued prior to the RSC being filed. The RSC will however be required prior to any building permit being issued for above-grade works, including the superstructure permit.

Public Consultation

Planning and Building Services hosted an Open House related to this Application on February 22, 2018. The purpose of the Open House was to share information with the community regarding the development proposal and to gather feedback from those in attendance. The Applicant and members of their consulting team were in attendance to answer questions. The Open House was well attended, with 129 members of the public completing the sign-in sheet.

In accordance with the requirements of the Planning Act, and subsequent to the Open House, a statutory Public Meeting was held by Council on May 23, 2018. Staff from Planning and Building Services presented the previous Information Report. The Applicant was in attendance, together with their consulting planner, heritage planner, and architects. Several members of the public spoke to the application and afterward the Public Meeting was adjourned. Common matters of concern from members of the public, with a brief Staff response are summarized below. Many of these comments were previously raised at the Open House. Written comments received prior to the

Public Meeting are attached to the Information Report on this matter. Written comments received since the Public Meeting are attached to this report as Appendix 17.

As part of the public input received on the Royal Canadian Legion/Rankin Construction Application on lands to the immediate north, and further to the direction from Councillor Britton that this Recommendation Report speak to the matter of public parking, staff offer the following comments.

The issue of the reduction of availability of public parking resulting from the approval of this development and other proposed developments in the vicinity (i.e. the Royal Canadian Legion/Rankin Construction project and Fortress' Union Waterfront proposal) has been raised a number of times throughout the various public input forums. The potential need for additional public parking in the Port Dalhousie commercial core and harbour area, to ensure adequate public parking remains available after these proposed developments are constructed and occupied, is a concern of various stakeholders.

A number of options for additional public parking and alternatives to public parking have been presented by various stakeholders throughout the review process including the following:

- Reconfigure the Lakeside Park parking lot to provide more spaces;
- Build a parking structure in Lakeside Park to provide more parking;
- Reconfigure the existing public parking lot in Rennie Park to provide more spaces;
- Provide improved wayfinding, lighting and awareness of available parking within a short walk to the commercial core and harbour area, including parking in Jaycee Park off of Ontario Street, which provides a direct pedestrian link to Port Dalhousie, and including parking areas on the east side of the harbour;
- Provide a bridge over the harbour to improve access to existing parking on the east side of the harbour;
- Provide on-street parking along the Lakeport Road in front of Rennie Park;
- Provide more public parking in Lockhart Point;
- Provide more frequent transit service to offset public parking demand;
- Introduce paid public parking to encourage alternative modes of travel, including transit, cycling, walking, carpooling etc.;
- Require car share facilities in the proposed developments to decrease the overall need for parking, particularly second vehicles per household that may encroach into public parking facilities as a permanent parking arrangement;
- Prohibit overnight parking in public parking spaces to deter residents of the new developments from using public parking facilities for permanent personal use.

Staff consider the following factors as requiring additional review and consideration, as part of a larger discussion regarding public parking in Port Dalhousie.

- Are Lakeside Park, Lockhart Point, and Rennie Park suitable locations for additional public parking, including the introduction of a parking structure, at the expense of the loss of public parkland?

- Does the provision of additional public parking to address peak demands on summer weekends justify the likely underutilization of those same parking spaces for the remainder of the year?
- Would the benefits of a new bridge over the harbour, in terms of reduced walking times between either side of the harbour, justify the cost of constructing the bridge?
- Does the Region's undertaking of a streetscape plan for Lakeport Road in the next few years, offer an opportunity to make the case for additional on-street public parking along certain sections of Lakeport Road?
- Does the introduction of residential apartment condominium units to the area, with dedicated private parking for residents and guests, actually have any impact on public parking at all?

It is important for Council to know that the proposed development on the subject lands meets the minimum residential and commercial parking requirements of the zoning by-law. In addition, as a condition of development, the developer is obligated to provide public parking to the extent that currently exists on 57A (59A) Lakeport Road so there is no net loss of public parking should this application be approved. Further, the Transportation Review completed as part of the PDSP recommended that the commercial parking exemption applicable to the commercial core be expanded to include the west harbour area.

From a staff perspective, at this point in time, no additional public parking initiatives are recommended as conditions of development for the Applicant's proposal, beyond those already mentioned in this report. Should Council wish to further investigate the need for additional public parking in Port Dalhousie, Council will need to direct staff accordingly and commit financial resources to undertake a comprehensive review and assessment of public parking demands and options for additional parking if an unacceptable shortfall is determined.

Comment: The proposed nine-storey expansion is too large and too high; it should pay homage to and be lower than the existing Lincoln Fabrics building. As proposed, the expansion overwhelms the heritage structure.

Response: The Applicant has submitted a Cultural Heritage Impact Assessment (HIA) in support of this Application, which addresses the matter of building height and massing. Further, a peer review of the proposal was completed by ERA Architects who concluded that the proposed height of both the two-storey roof-top addition and the nine-storey expansion appropriately address heritage design principles. Specifically, the peer reviewer concluded that the nine-storey expansion, which includes a substantial amount of glazing and modulation, will be subordinate to and distinguishable from the existing heritage building, maintaining the Lincoln Fabrics building as the most prominent building in the West Harbour Area. The peer review concurs with the conclusions of the HIA.

Comment: The proposed unit count of 153 dwelling units is too high.

Response: Although the existing planning permissions for these lands do not limit density, the Applicant has submitted a revised proposal, which reduces the total number of units to 145. The proposal complies with the policies of the official plan and zoning by-law.

Comment: Chimney Swifts, a threatened species as identified by the Ministry of Natural Resources, have been observed entering the chimney located on the north façade of the existing building.

Response: The Applicant advises that while they were not aware of the presence of chimney swifts on the property, they have retained the services of a qualified expert to observe and document any activity. Further, the Applicant has committed to adhering to the Ministry of Natural Resources' protocol for construction or alteration in the vicinity of threatened species' habitat, if warranted. In any event, the existing chimney has been identified as an important heritage feature of the building and will therefore be retained.

Comment: The views between this development and the adjacent Royal Canadian Legion development should be preserved. The removal of Pier 61 Bar and Grill does not appear to be an equal tradeoff in this regard, given the size of the proposed expansion.

Response: This Recommendation Report provides an analysis of the important views and vistas identified by the recently-approved, albeit not-yet-in-effect Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Plan (HCD). While there will be some loss of views as a result of this development, and as is acknowledged by the HCD, the removal of the existing Pier 61 building helps to offset this loss in views. The provision of a new public promenade and public park will ensure the City has control over views to the water between the parking garage deck and the building proposed adjacent to the subject lands by the Royal Canadian Legion/Rankin Construction. Staff have recommended certain site specific zoning provisions, as well as specific direction for the review of designs through the Site Plan Approval process to ensure views to the water are maintained.

Comment: The demolition of the Pier 61 Bar and Grill building does not justify the height and unit count of the proposed nine-storey expansion.

Response: The proposed density of approximately 214 units per hectare is permitted under the City's existing planning policies. The appropriateness of the proposed building height has been addressed in this Recommendation Report. Bonusing, also known as community benefits, did not form part of the justification for an increase in building height given the development proposal is largely consistent with the policies of the PDSP and implementing OPA 18.

Comment: The proposed building expansion appears to front onto the harbour, leaving the back end of the building to face Lakeport Road.

Response: The Applicant has submitted preliminary floor plans, which have been reviewed by staff. Through the Site Plan Approval process, the Applicant will be

required to demonstrate that the Lakeport Road facing façade of the proposed expansion will include a substantial amount of glazing and that more active uses, such as a residential lobby corridor, are located along the street frontage. This is specifically set out in the staff recommendation of this report.

Comment: The old powerhouse should be preserved, either in situ or as a park monument.

Response: The Cultural Heritage Impact Assessment identifies this drive or fly wheel, which is located in the south end of the ground floor, as having heritage attributes. The study recommends that consideration be given to salvage. Preservation and salvage will be secured through the required Heritage Easement Agreement.

Comment: The removal of any heritage portion of the existing Lincoln Fabrics building is not supported.

Response: The Cultural Heritage Impact Assessment concludes that the two-storey north wing can be demolished given its poor structural integrity. The development proposal will be subject to a Heritage Permit and Heritage Conservation Agreement to ensure important attributes are retained and preserved.

Comment: Traffic flow will be impacted.

Response: The Royal Canadian Legion's Traffic Impact Study submitted in support of the development proposal at 57 Lakeport Road found that traffic in the area is currently operating at acceptable levels. The study considers future growth, including the development proposals at 16 Lock Street, 57 Lakeport Road, and 61-63 Lakeport Road and concludes that all traffic movements at the study area intersections would be slightly worse, but that most movements are forecast to continue operating reasonably well and within capacity. The study notes the intersection of Lock Street and Main Street may be an exception during the busiest summer Saturday afternoon peak hours. The study recommends that the Region modify signal timings at signalized intersections as required in response to higher traffic volumes and changes in traffic patterns in the future. Further information about traffic is included in the summary of Regional comments provided in this report.

Comment: As is the case for private citizens who own property in the Port Dalhousie Heritage Conservation District, the Applicant should be required to comply with the existing heritage conservation district guidelines, including the requirement for building additions to be smaller than existing buildings.

Response: The existing Port Dalhousie Heritage Conservation District Guidelines do not address the type of mixed-use development that is the subject of this report. Guidelines related to building additions are set out in the context of the traditional commercial core and low-rise residential areas. This is, in part, why a review of the existing conservation district and guidelines was recently undertaken. Notwithstanding,

the proposal does uphold the priorities of the existing in-effect Heritage Conservation District Guidelines.

Comment: This application should not be reviewed in isolation of other planning applications in the Port Dalhousie area, particularly with respect to the impacts of density on servicing capacity.

Response: The proposed density of 214 units per hectare is permitted under the City's existing planning policies. The ability of supporting infrastructure to accommodate the proposed development and others in the area has been considered in the formation of this staff recommendation. As part of the Port Dalhousie Commercial Core and Harbour Area Secondary Plan study, Transportation and Environmental Services confirmed that, based on the City's data, there is sufficient capacity in the sanitary sewer system to accommodate all three proposed developments in the area. Further, TES have confirmed that the standard operating pressures and fire flow capacity of the City's distribution watermains will not be not adversely impacted.

Staff also received numerous letters and notes of support for the application, which identify, among other matters:

- that the project will support regeneration in the immediate area, but will also be an asset to the City overall;
- that the proposal will add to the vibrancy of the commercial core;
- that the proposal fits in with the character of the area;
- that the proposed rehabilitation and reuse of the existing Lincoln Fabrics building is desirable and will ensure the conservation of an important heritage building;
- that the proposed expansion enhances the existing Lincoln Fabrics building;
- that the proposed building height is appropriate;
- that the proposal for live/work dwelling units on the site is appropriate;
- that the proposed parking reduction is in keeping with the commercial parking exemption that applies to the west side of Lakeport Road;
- that the proposed parking supply will not infringe on beach parking;
- that the new publicly accessible open space and promenade are desirable.

Additional public consultation will be undertaken as part of the Site Plan Approval process once detailed designs are available

Public Notice

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

Second Planning Opinion Advisory

Should Council consider not supporting the staff Recommendation provided in this report, Council is advised to defer its decision until such time as a second planning opinion from an outside consultant can be obtained. In the event the second planning opinion is supported by Council, and Council makes a decision based on that second

planning opinion, and if and when the matter should be heard before the Local Planning Appeal Tribunal, then the planner who has provided the second opinion shall be retained for the purpose of a hearing before the Local Planning Appeal Tribunal.

Financial Implications

All costs associated with this development will be borne by the developer. If approved and constructed, additional tax revenues would be generated by the development. The future operation of the public parking area, public promenade, and public park may have capital and operational cost implications beyond those currently incurred by the existing parking lot and these elements will require further consideration as the design of the public spaces are refined through the Site Plan Approval process.

Relationship to Strategic Plan

This Application for Zoning By-law Amendment will help in the achievement of several aspects of the City's Strategic Plan. The 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, staff is recommending approval of this Application for Zoning By-law Amendment to facilitate the adaptive re-use of and additions to the existing Lincoln Fabrics building for a mix of uses, including 132 apartment dwelling units, 13 live/work dwelling units, and 370 square metres of ground floor commercial space. The development proposal provides for the efficient and appropriate use of underutilized lands within the urban area with access to existing infrastructure, services, transit, and community commercial facilities. The mix of apartment dwelling units and live/work dwelling units will contribute to the City's intensification targets and the range of available housing types in the community. The development also provides for new

public open spaces and improved public access to the waterfront and the Harbour Walkway Trail.

The proposed adaptive re-use of the existing Lincoln Fabrics building will ensure that an important heritage asset will be restored and conserved. The Applicant has demonstrated through its designs that the proposed nine-storey expansion will be subordinate to and distinguishable from the existing four-storey heritage building, ensuring that the Lincoln Fabrics building remains the most prominent building in the West Harbour Area. Site plan control will ensure the implementation of appropriate designs for building elevations, landscaping, lighting, servicing, and storm water management.

This Application for Zoning By-law Amendment has regard for matters of provincial interest, is consistent with the Provincial Policy Statement, conforms to and does not conflict with the Growth Plan for the Greater Golden Horseshoe, and conforms to and does not conflict with both the Region of Niagara's Official Plan and the City of St. Catharines Official Plan, subject to the staff recommendations herein.

Notification

It is in order to advise Bruce Hall, The Planning Partnership, 1255 Bay Street, Suite 500, Toronto, Ontario, M4R 2A9, the owner's agent.

Prepared by:

Amanda Knutson, Planner

Submitted by:

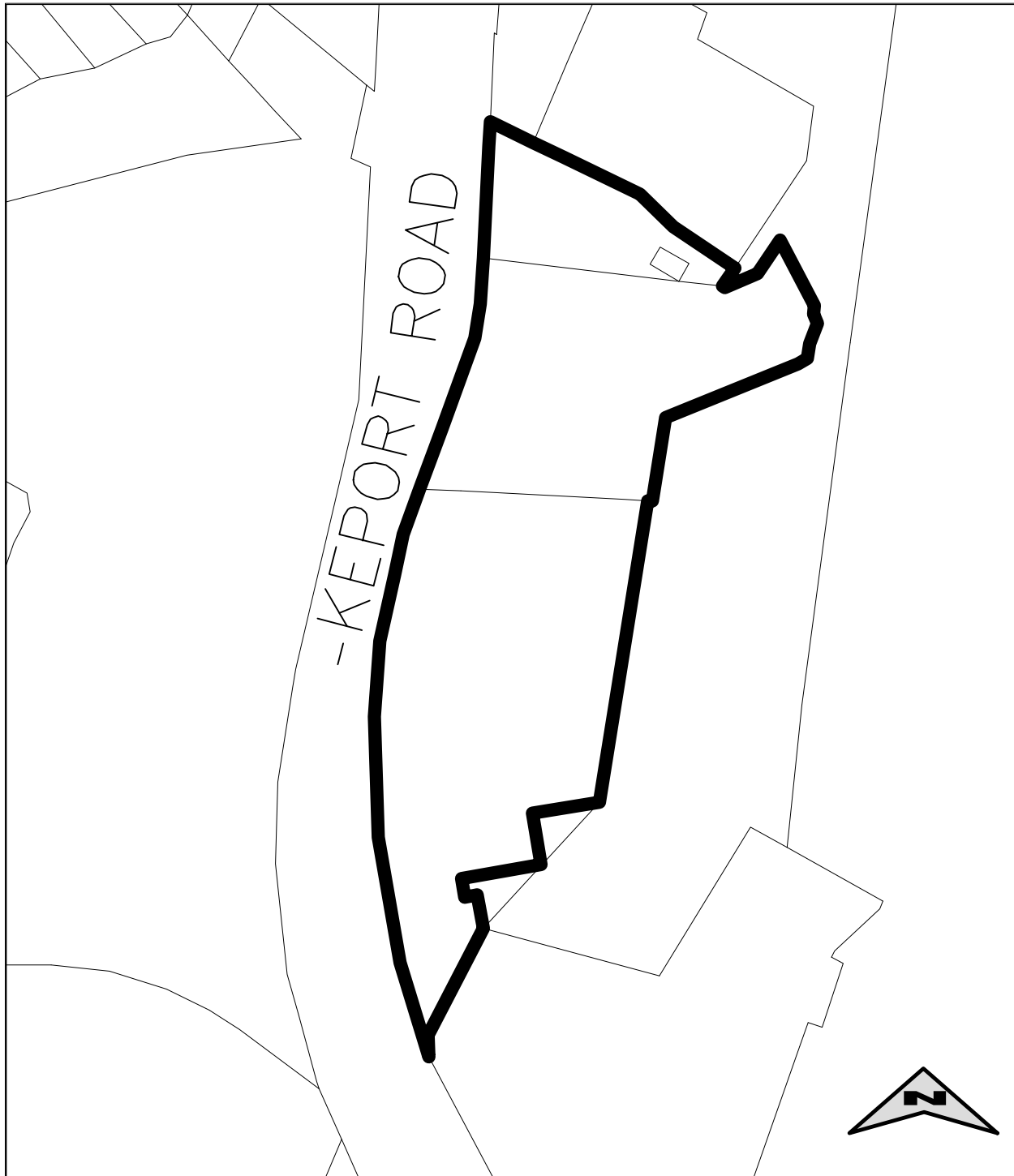
Judy Pihach, MCIP, RPP
Manager, Planning Services

Approved by:

James N. Riddell, M.P.L., MCIP, RPP
Director, Planning and Building Services

Aerial Photo

Subject Site

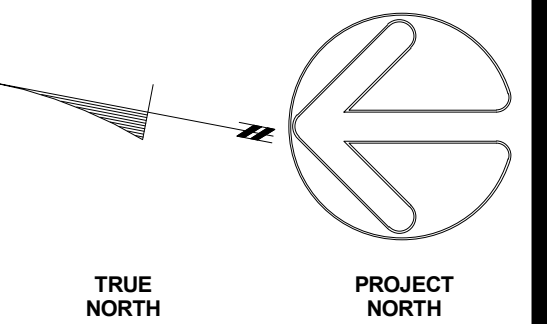


Subject Lands
 57A, 59A, 61 & 63 Lakeport Road
 File: 60.51.1034



onespace unlimited inc.
architecture + interior design
3700 STEELES AVE WEST, SUITE 305, VAUGHAN,
ONTARIO, L4L 8K9 TEL: (416) 495-1355 FAX:
(416) 495-1346 WWW.ONESPACEUNLIMITED.COM

NO.	DATE	REVISIONS
V2	2018-02-21	REVISED AT-GRADE LANDSCAPE



03	2018-06-26	RE-ISSUED FOR ZBA/SPA SUBMISSION
02	2018-06-04	RE-ISSUED FOR ZBA/SPA SUBMISSION
01	2017-11-15	ISSUED FOR ZBA/SPA SUBMISSION
NO.	DATE	ISSUED

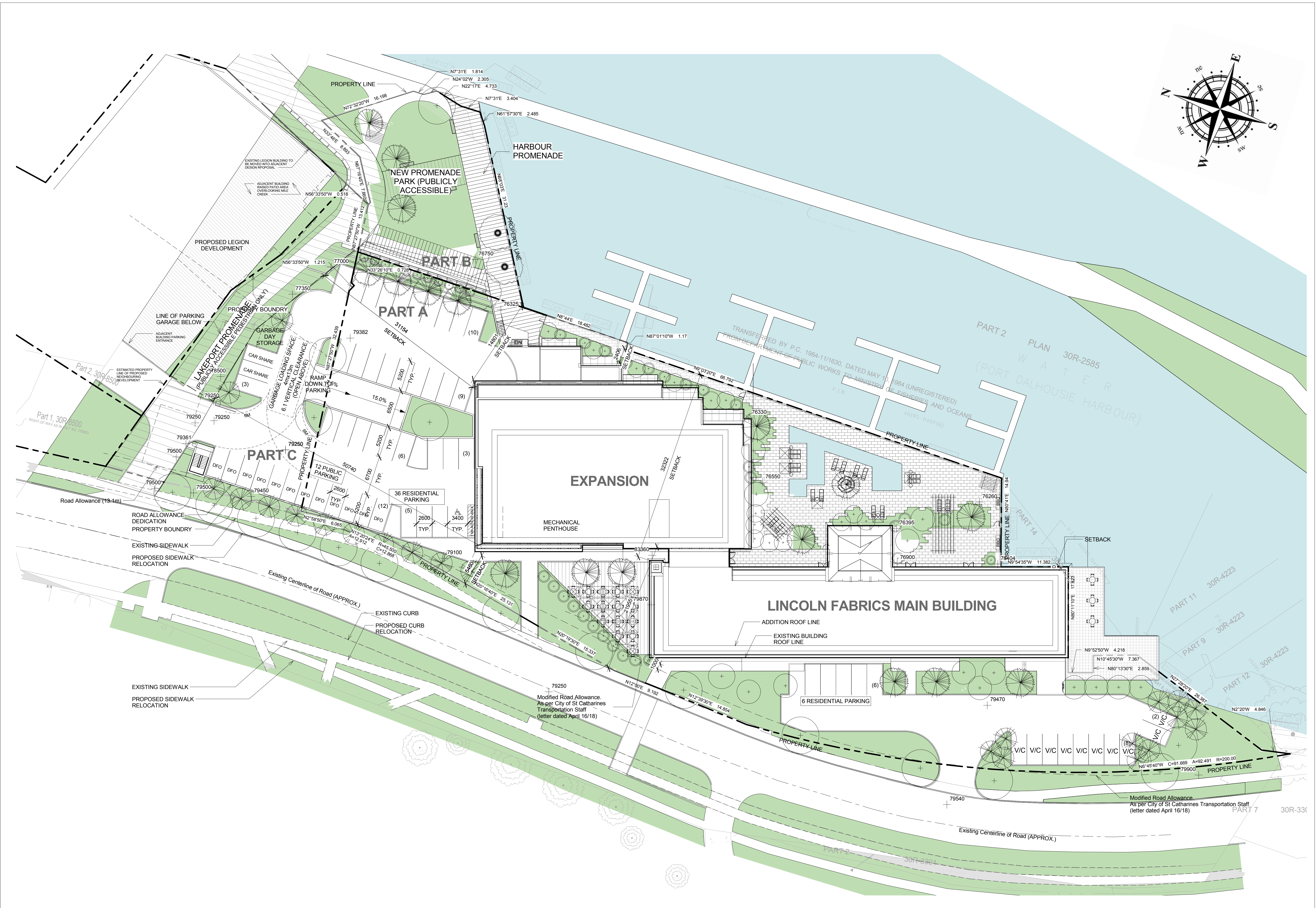
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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

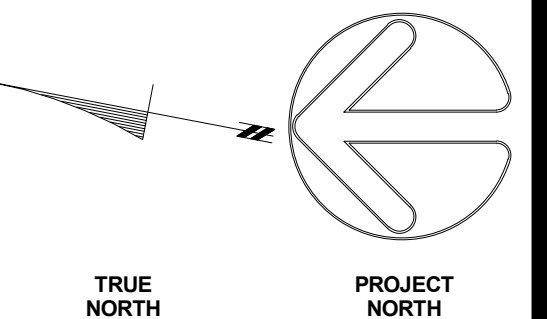
DRAWING
SITE PLAN

PROJECT NUMBER	DATE
17026	10/11/2017
SCALE	PLOTTED DATE
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NO.	DATE	REVISIONS
V2	2018-02-21	REVISED AT-GRADE LANDSCAPE



03	2018-06-26	RE-ISSUED FOR ZBA/SPA SUBMISSION
02	2018-06-04	RE-ISSUED FOR ZBA/SPA SUBMISSION
01	2017-11-15	ISSUED FOR ZBA/SPA SUBMISSION
N.O.	DATE	ISSUED

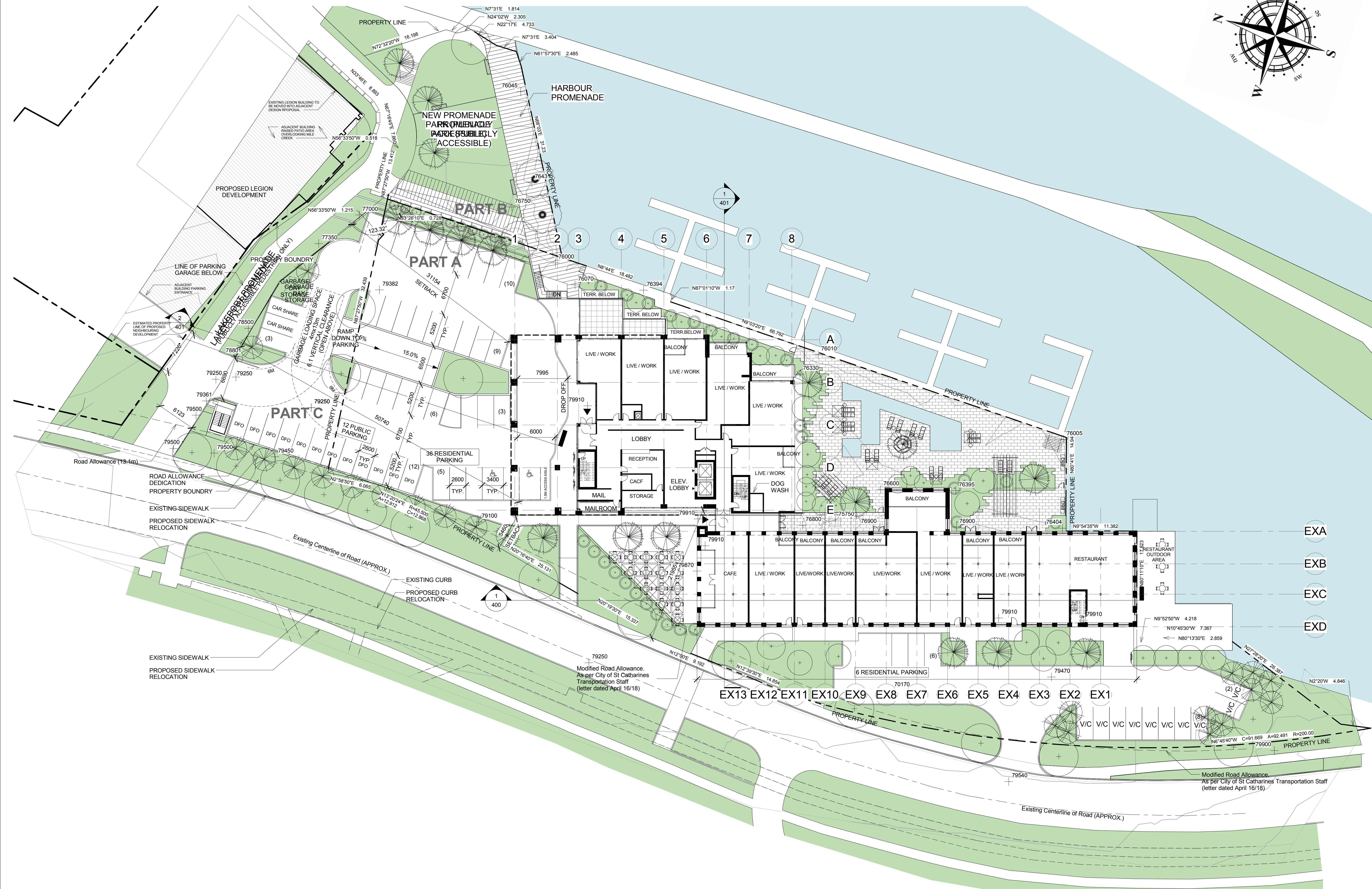
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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

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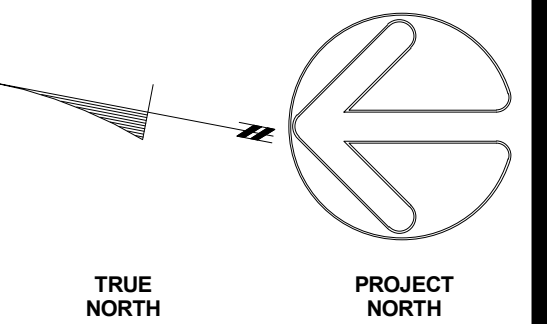
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V2	2018-02-21	REVISED AT-GRADE LANDSCAPE



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01	2017-11-15	ISSUED FOR ZBA/SPA SUBMISSION
N.O.	DATE	ISSUED

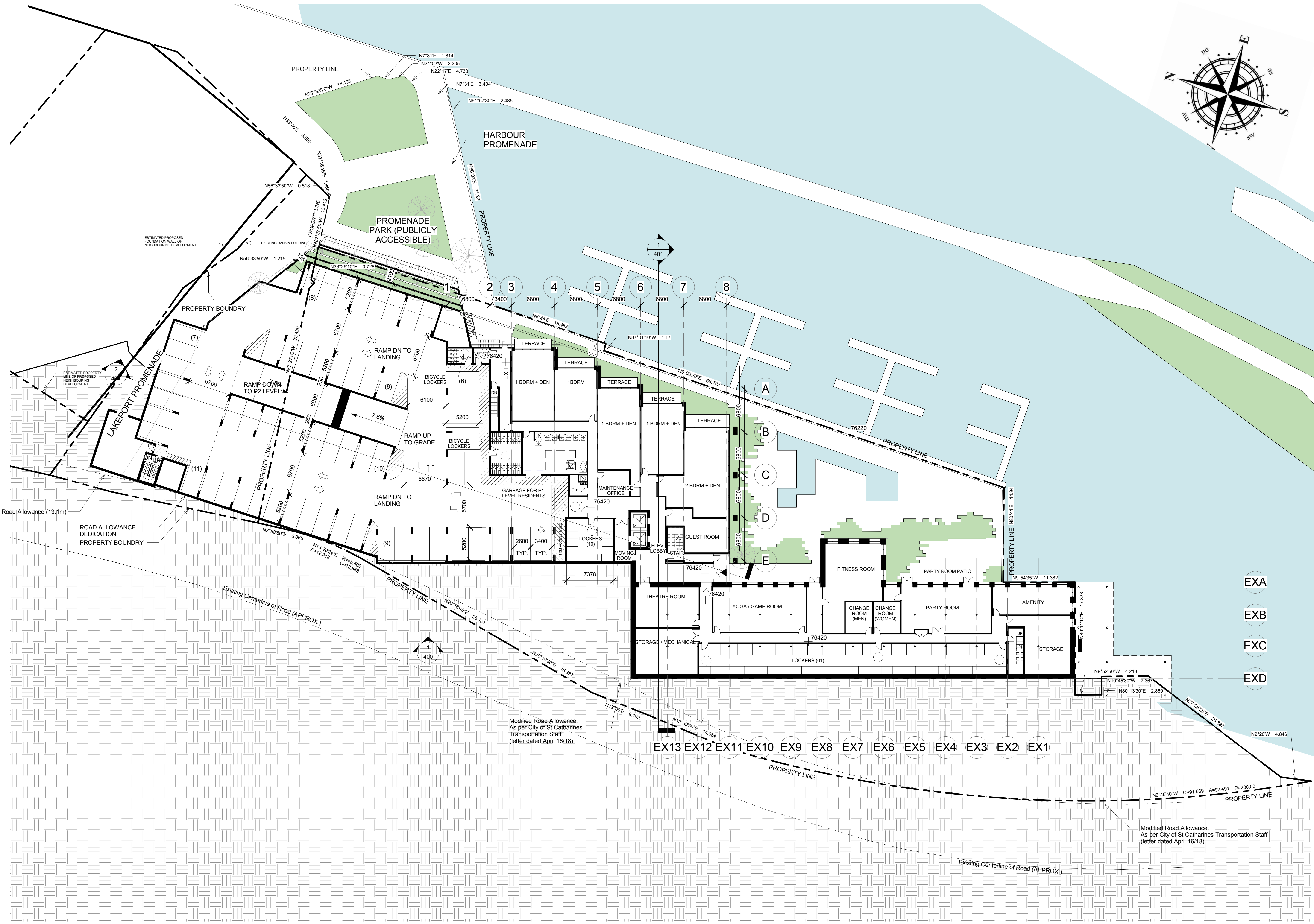
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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
PARKING LEVEL 1

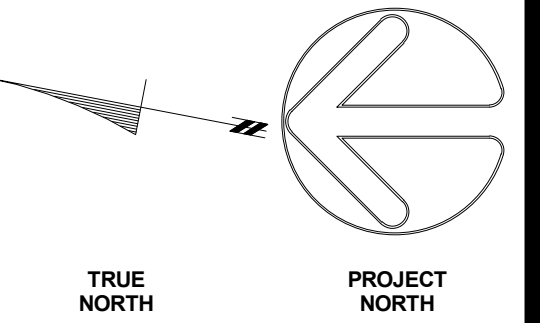
PROJECT NUMBER	DATE
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SCALE	PLOTTED DATE
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NO.	DATE	REVISIONS
V2	2018-02-21	REVISED AT-GRADE LANDSCAPE



03	2018-06-26	RE-ISSUED FOR ZBA/SPA SUBMISSION
02	2018-06-04	RE-ISSUED FOR ZBA/SPA SUBMISSION
01	2017-11-15	ISSUED FOR ZBA/SPA SUBMISSION
NO.	DATE	ISSUED

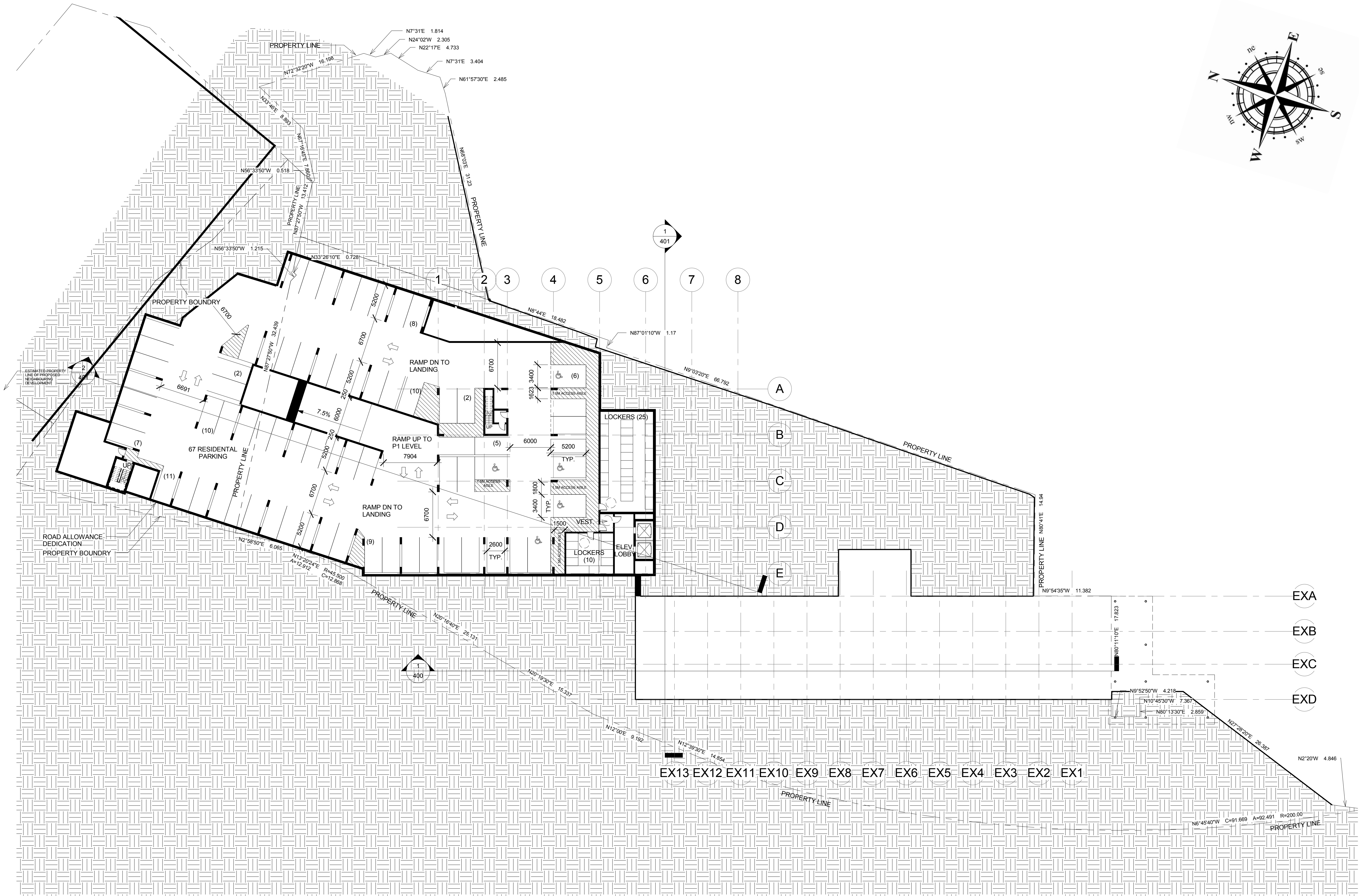
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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
PARKING LEVEL 2

PROJECT NUMBER	DATE
17026	10/11/2017
SCALE	PLOTTED DATE
1 : 275	19/07/2018 9:44:51 AM



NO.	DATE	REVISIONS
V2	2018-02-21	REVISED AT - GRADE LANDSCAPE

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PROJECT
RESTORATIONS AND
ADDITIONS TO LINCOLN
FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
Elevation Height Study

PROJECT NUMBER	DATE
17026	06/28/18
SCALE	PLOTTED DATE
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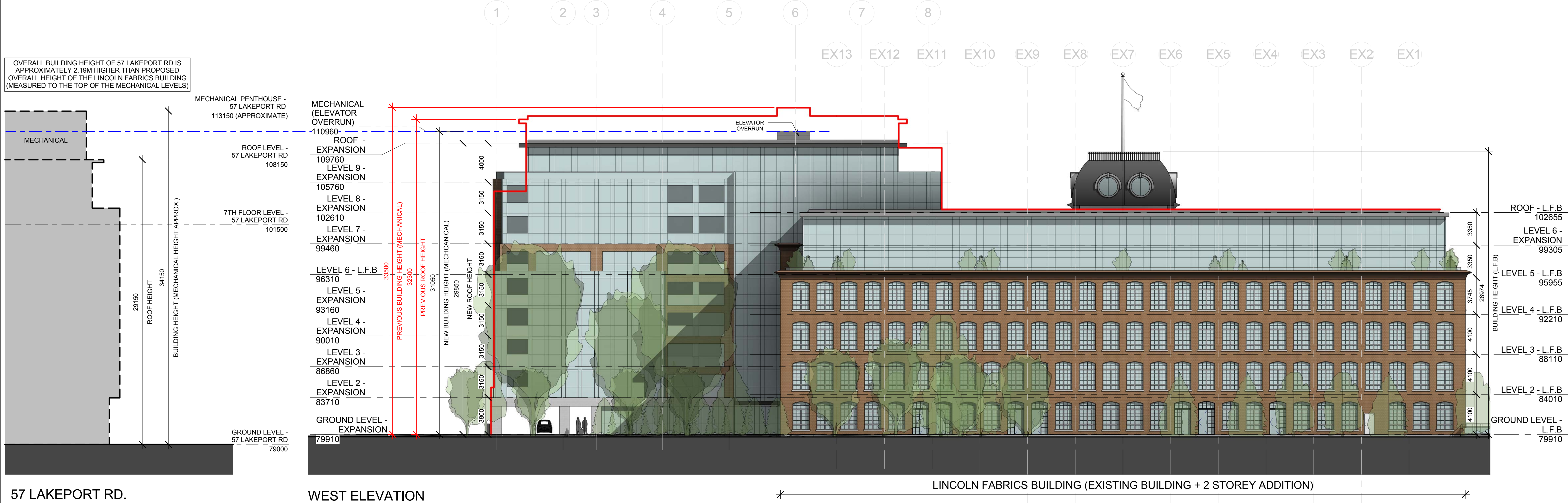
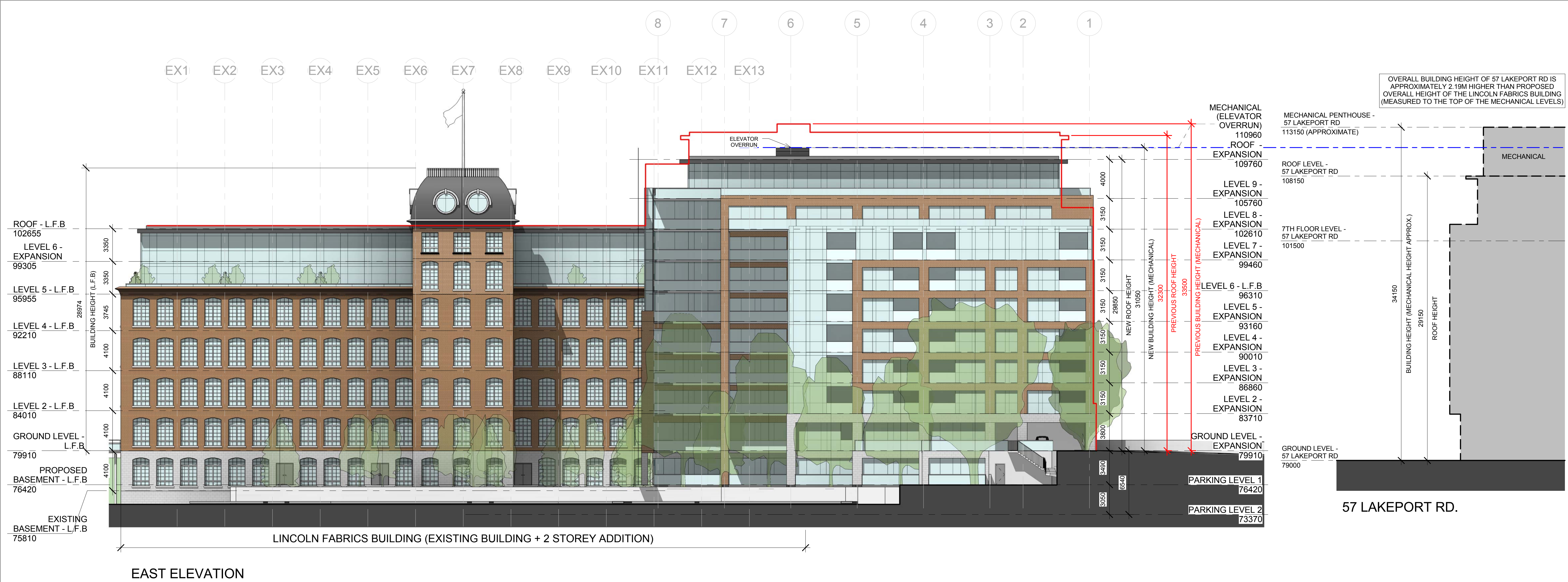
NORTH ELEVATION



SOUTH ELEVATION

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V2	2018-02-21	REVISED AT-GRADE LANDSCAPE

NO.	DATE	ISSUED



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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
Elevation Height Study

PROJECT NUMBER	DATE
17026	06/20/18
SCALE	PLOTTED DATE
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- | | |
|---------------------------------|-----------------------------------|
| 1. Dock | 12. Promenade Park |
| 2. Private Common Amenity Space | 13. Parking |
| 3. Recreational Pool | 14. Access to Underground Parking |
| 4. Feature tree - White pine | 15. Decorative Entry Gates |
| 5. Natural planting beds | 16. Harbour Promenade Expansion |
| 6. Pergola | 17. Boat Slips |
| 7. Built-in BBQ | 18. Decorative Guardrail |
| 8. Private Amenity Terraces | 19. Decorative Fencing |
| 9. Restaurant Patio | 20. High-branching Trees |
| 10. Visitor Commercial Parking | 21. Heritage Plaque |
| 11. Cafe Patio | 22. Lakeport Promenade |

project title
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING
61-63 Lakeport Road, Port Dalhousie

consultant
The Planning Partnership
urban design · landscape architecture · planning · communications
1255 Bay Street, Suite 500 Toronto, Ontario, Canada M5R 2A9
t. 416.975.1556 f. 416.975.1580 info@planpart.ca


date
2018.06.26

**CONCEPTUAL LANDSCAPE
AND PUBLIC REALM PLAN**

onespace unlimited inc.

architecture + interior design
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NO.	DATE	REVISIONS
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PROJECT
RESTORATIONS AND
ADDITIONS TO LINCOLN
FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
Perspective View 01

PROJECT NUMBER	DATE
17026	25/07/2018 12:34:38 PM
SCALE	PLOTTED DATE
	25/07/2018 12:34:38 PM





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PROJECT
RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
**61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO**

DRAWING
Perspective View 02

PROJECT NUMBER	DATE
17026	25/07/2018 12:34:38 PM
SCALE	PLOTTED DATE
	25/07/2018 12:34:38 PM

View
02



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NO.	DATE	REVISIONS
01	01/XXX/2011	CHECK SET

NO.	DATE	ISSUED
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PROJECT
**RESTORATIONS AND
ADDITIONS TO LINCOLN
FABRICS BUILDING**

PROJECT ADDRESS
**61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO**

DRAWING
Perspective View 03

PROJECT NUMBER	DATE
17026	25/07/2018 12:34:38 PM
SCALE	PLOTTED DATE
	25/07/2018 12:34:38 PM



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NO.	DATE	REVISIONS
01	01/xxx/2011	CHECK SET

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PROJECT
RESTORATIONS AND
ADDITIONS TO LINCOLN
FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING
Perspective View 04

PROJECT NUMBER	DATE
17026	25/07/2018 12:34:39 PM
SCALE	PLOTTED DATE
	25/07/2018 12:34:39 PM



View
04

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PROJECT

RESTORATIONS AND ADDITIONS TO LINCOLN FABRICS BUILDING

PROJECT ADDRESS
61 (63) LAKEPORT ROAD
ST. CATHERINES, ONTARIO

DRAWING

Perspective View 05

PROJECT NUMBER	DATE
17026	25/07/2018 12:34:39 PM
SCALE	PLOTTED DATE
	25/07/2018 12:34:39 PM

View
05



ERA Architects Inc.
#600-625 Church St
Toronto ON, M4Y 2G1

August 9, 2018

Amanda Knutson
Planner, City of St. Catharines
City Hall, 50 Church Street,
City of St. Catharines, ON
L2R 7C2

RE: Lincoln Fabrics building redevelopment, 57A-59A & 61-63 Lakeport Road, City of St. Catharines

Ms. Knutson,

OVERVIEW

ERA Architects Inc. (“ERA”) was retained by the City of St. Catharines in early 2018 to conduct a heritage Peer Review of a development application for 57A-59A and 61-63 Lakeport Road (the “site”) in the community of Port Dalhousie. The owner of the site, Port Dalhousie Harbour Club Inc., proposes to construct a mixed-use development consisting of the adaptive re-use and rehabilitation of the historic Lincoln Fabrics building with a two-storey rooftop addition, as well as the construction of a new nine-storey addition situated northeast of, and attached to, the retained heritage building.

To inform this Peer Review, ERA reviewed several documents submitted by the owner in support of its development application, including Architectural Drawings prepared by Onespace Unlimited Inc., a Heritage Impact Assessment prepared by Wayne Morgan Heritage Planner, and a Planning and Urban Design Rationale prepared by The Planning Partnership. ERA reviewed St. Catharines’ in-force heritage policy framework for the site, including relevant Official Plan heritage policies and the 2001 Port Dalhousie Heritage Conservation District. Also considered in this Peer Review were draft municipal policies including the proposed Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the proposed Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan.

In tandem with our Peer Review of the proposed development within the context of the above-noted application materials and municipal heritage policies, ERA has been engaged in an iterative and productive dialogue with City staff and the owner and its consultant team. This dialogue has brought about a number of positive design revisions that reduce the visual impact of the new addition vis-a-vis the heritage resource, and provide an enhanced conservation strategy for the site.

Based on our Peer Review, ERA is satisfied that the proposed development for the site, as shown on the revised Architectural Drawings by Onespace Unlimited Inc. (submitted to the City June 28, 2018), is generally consistent with both the in-force and emerging heritage policy contexts for the area, represents good heritage conservation planning, and will facilitate desirable reinvestment in a local historic landmark. The remainder of this Peer Review letter provides a brief description of the site context, ERA’s comments on the initial architectural design, an overview of the revisions agreed to by the owner and incorporated into a modified design, and some general comments on project implementation and next steps. For ease of references, the current and prior designs are juxtaposed together at the end of this letter.

PAGE 1 OF 10



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Toronto ON, M4Y 2G1

SITE CONTEXT

The subject site is located in the community of Port Dalhousie, St. Catharines, near the first lock of the second and third Welland Canals. The existing building was constructed circa 1899-1900 for the Maple Leaf Rubber Company to replace several older buildings that were destroyed by a fire. The extant building was once part of a larger complex of buildings and structures, and originally featured a prominent mansard-roofed stair tower on its east elevation. The site was acquired by Lincoln Fabrics in 1955, which operated until its closure in 2017.

The Lincoln Fabrics building is a four-storey masonry building with side additions on its east and west elevations. The original mansard-roofed cupola above the stair tower has been removed. The building has a high degree of visual prominence, from the Port Dalhousie commercial core to the north, from the waterfront areas to the east and west, and from Lakeport Road to the south. The desire to conserve these important views is reflected in both current and proposed heritage planning policies for the area.

The site is designated under *Part V* of the *Ontario Heritage Act* by virtue of its inclusion within the Port Dalhousie Heritage Conservation District, enacted in 2001. The site is not individually designated under *Part IV* of the *Ontario Heritage Act*. However, in his Heritage Impact Assessment, Wayne Morgan, Heritage Planner, states that the site retains a high level of heritage integrity and satisfies the criteria for determining cultural heritage value or interest set out in Ontario Regulation 9/06, used to gauge a property's eligibility for *Part IV* designation.

INITIAL PROPOSAL

As shown on the initial Architectural Drawings prepared by Onespace Unlimited (dated November 15, 2017) the original development proposal included a nine-storey 33.5-metre addition at the northeast side of the Lincoln Fabrics building. In response to this initial submission, ERA had several comments, summarized as follows:

- In general, the new addition lacks clear proportional references to the heritage building. The massing of the addition should be further modulated to respect the datum lines and overall proportions of the heritage building. For example, the narrow profile of the north elevation of the Lincoln Fabrics building could be referenced by breaking up the north facade of the new addition into smaller modules, to replicate these proportions. Similarly, the long horizontal datum line of the east and west elevations of the Lincoln Fabrics building could carry over to the east and west elevations of the addition to further break down its bulk.
- The mansard-roofed cupola atop the east stair tower was a focal point of the original building. Consider reinstating the original fenestration pattern and cornice line on the cupola, using historical evidence. The original stair tower should be restored, rather than recreated through a pastiche of elements or modifications.
- The removal of select window units on the heritage building to accommodate inset balconies will have a significant visual impact on all four elevations. Consider an alternative window/balcony strategy to ensure that the historic fenestration pattern is not adversely disrupted. Similarly, the proposed ground floor portico/colonnade will have a significant visual impact on the north and west elevations at grade. Consider eliminating the colonnade and providing an exterior industrial awning instead, if desired, for weather protection.



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ERA and City staff met with the owner and its consultant team to discuss these comments. At the meeting, ERA noted that while the architectural design as then proposed had many positive attributes, further refinements were required to ensure that the new addition maintains a complementary and subordinate relationship to the historic Lincoln Fabrics building.

RESUBMISSION

In response to input received on the initial submission, the owner submitted revised Architectural Drawings in June that incorporated a number of design changes. The revisions were positive and ERA provided further comments, namely:

- The scale of the new addition in relationship to the Lincoln Fabrics building is significantly improved. The new addition appears much more sympathetic and subordinate to the heritage building and reads horizontally, compared to the strong vertical expression in the initial submission that resulted in a visually-disjointed appearance. The carrying over of the Lincoln Fabric building's datum line to the new addition has an integrating effect between the new and old elements.
- The addition will now appear more as a separate/standalone component, in comparison to the initial submission where it appeared to envelope/overpower the heritage building.
- A more faithful restoration of the original mansard-roofed stair tower cupola should continue to be pursued. Refine the eave line and incorporate two round window openings on the east and west sides of the cupola to reinstate the historic condition.

Notwithstanding these revisions, when the proposal went before the St. Catharines Heritage Advisory Committee on June 14, the Committee expressed concern with the height and massing (as amended) of the new northeast addition.

FINAL SUBMISSION

A final set of revised Architectural Drawings was submitted for consideration by the Heritage Advisory Committee at its July 19 meeting. The final submission incorporates additional design modifications, including:

- More brick panels wrapped around the lower/middle floors of the new addition on the north and east elevations, and a reduced overall ratio of vision glass to brick paneling.
- An overall height reduction of the new addition to 31.05 metres (reduced from 33.5 metres).
- Reinstatement of the original fenestration pattern on the cupola with a refined eave detail.

With these additional changes, the Committee endorsed the proposal as further amended, with several members noting they were pleased that the owner had listened to the Committee's concerns and incorporated additional positive design refinements.



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ERA has provided independent input on this redevelopment initiative throughout the several design iterations advanced by the owner since the original submission in November, 2017. Overall, the design of the proposed development has been improved and appropriately meets the key requirement of the draft new Heritage Conservation District Plan for additions to heritage buildings to be **subordinate**, and the requirement in the draft Secondary Plan for the Lincoln Fabrics building to maintain its status as the most **prominent** building in the West Harbour area.

By reducing the overall height of the new addition and modulating its facade elements to respond to and incorporate datum lines from the heritage building, the massing of the new construction has been broken down to a more compatible scale that remains distinguishable from, but is complementary to, the Lincoln Fabrics building.

The revised proposal for the site represents an improved heritage conservation strategy that provides for an accurate reconstruction of the mansard-roofed cupola, a visual centerpiece of the site, while avoiding visually-impactful interventions such as the previously-proposed inset colonnade at grade, and extensive modifications to heritage windows for balconies for the residential units located within the Lincoln Fabrics building.

IMPLEMENTATION AND NEXT STEPS

Throughout ERA's Peer Review of the Lincoln Fabrics redevelopment application, we have provided comments and suggestions to help ensure that the conservation strategy as articulated by the owner and reflected in the most recent revised Architectural Drawings by Onespace Unlimited is implemented to a standard of good heritage planning. ERA's comments include:

- The Conservation Plan process should provide information concerning the architectural details and materials of the reinstated cupola feature, as well as the use of replacement materials where repairs to the heritage fabric are required.
- The City should request samples of materials for the reinstated cupola feature, as well as the brick/pre-cast panels to be used on the new addition. The brick/pre-cast panels on the new addition should be a lighter colour than the darker brick on the Lincoln Fabrics building to maintain the visual prominence of the heritage resource.
- Landscape enhancements should be planned and incorporated in a way to enhance views of the heritage building and to help to lessen the visual impact of the new addition and parking elements.
- Care should be taken to ensure that any potential signage associated with the ground-floor live-work units does not detract from the heritage integrity of the building - consider a signage strategy to articulate a consistent, integrated approach to signage that is complementary to the heritage fabric.



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CONCLUSION

Through our heritage Peer Review of the Lincoln Fabrics building development application, ERA is satisfied that the proposed development represents good heritage planning, will facilitate the desirable rehabilitation and adaptive re-use of an important local historical landmark, and is consistent with the in-force and emerging heritage planning policy context for the Port Dalhousie community.

Through an iterative process of consultation and engagement between City staff, ERA, the Heritage Advisory Committee and the owner's consultant team, the owner has put forward a revised proposal that meaningfully responds to concerns over the height and massing of the new addition and achieves an appropriate, sympathetic design relationship between the new construction and the retained heritage resource.

The development proposal, as revised, will maintain the Lincoln Fabrics building as the most prominent building in the West Harbour area, will preserve key views of the heritage resource on all four sides, and will reinstate an accurate reconstruction of the lost mansard-roofed cupola element.

As the approvals process for this project moves forward, further architectural design and heritage conservation details will crystallize through the Conservation Plan, Heritage Easement Agreement and site plan approval process. The City and the owner should continue to work collaboratively to ensure that the conservation strategy as reflected in the most recent Architectural Drawings by Onespace Unlimited is implemented to a high standard of heritage planning and conservation.

Sincerely,

Michael McClelland
Principal, ERA Architects Inc.



ERA Architects Inc.
#600-625 Church St
Toronto ON, M4Y 2G1

TIMELINE

January 31, 2018: Meeting #1 with ERA, City of St. Catharines staff, and members of the owner's consultant team, to discuss initial architectural drawing submission.

February 9, 2018: ERA issues letter to City staff summarizing main comments and principles arising from January 31 meeting. City staff circulate comments to the owner and its consultant team to inform design revisions.

April 18, 2018: Meeting #2 with ERA, City staff and the owner and its consultant team.

May 25, 2018: ERA issues a second letter to City staff advising that while there are many positive attributes of the proposed design, further modifications are recommended to support the development within its context.

June 4, 2018: Owner submits second set of architectural drawings in response to comments received to date.

June 14, 2018: St. Catharines Heritage Advisory Committee considers the Lincoln Fabrics redevelopment (second set of architectural drawings). The Committee expresses concerns about the height and massing of the proposed development.

June 26, 2018: Owner submits third set of architectural drawings.

June 27, 2018: Meeting #3 with ERA, City staff and the owner and its consultant team. ERA recommends further articulation of the east facade of the new addition and a more historically accurate cupola restoration. The owner agrees to further revise the proposal based on these additional comments.

June 28, 2018: Owner submits fourth (final) set of architectural drawings.

July 19, 2018: St. Catharines HAC considers the fourth (final) set of architectural submission for the Lincoln Fabrics redevelopment. The owner and its consultant team make presentations on key changes, including reduced overall height and further modulation of the new addition. Michael McClelland attends to answer questions on ERA's role in the Peer Review process to date. The HAC is satisfied with the changes to the design and endorses the proposal as amended.

August 9, 2018: ERA final Peer Review letter submitted to City staff.

EAST ELEVATION

Architectural elevation drawing of a building facade. The drawing includes a grid system with horizontal and vertical lines. Annotations include:

- 1. Masonry Type 1 (pointing to the brickwork on the left)
- 2. Masonry Type 2 (pointing to the brickwork on the right)
- 3. Window Wall - Special (pointing to the central window wall)
- 4. Window Wall - Special (pointing to the central window wall)
- 5. Stationing (pointing to the right side of the facade)

Architectural elevation drawing of a building facade. The drawing includes several annotations with leader lines pointing to specific features:

- 1. Masonry Type
- 2. Window Wall
- 3. Window Wall
- 4. Window Wall - Spandrel Glass
- 5. Window Wall
- 6. Window Wall
- 7. Window Wall
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[illegible]



ERA Architects Inc.
#600-625 Church St
Toronto ON, M4Y 2G1

NORTH ELEVATION

*Original
submission*



Resubmission



*Final
submission*

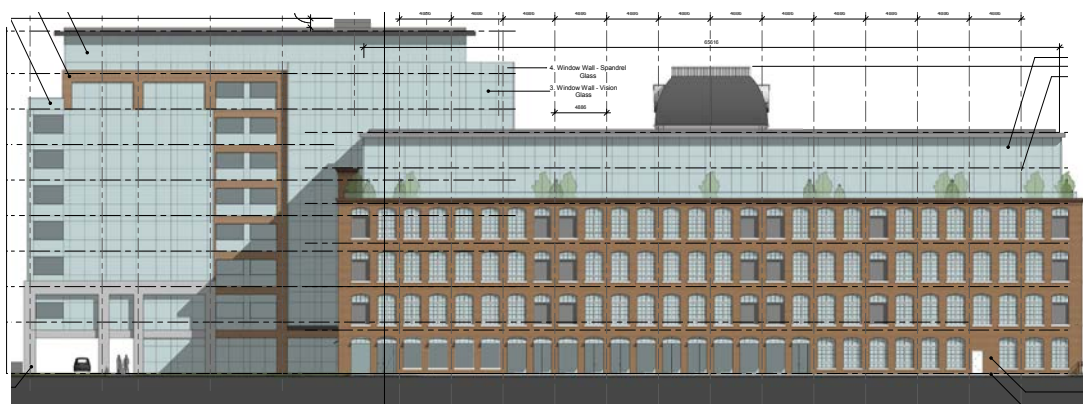




ERA Architects Inc.
#600-625 Church St
Toronto ON, M4Y 2G1

WEST ELEVATION

Original submission



Resubmission



Final submission



SOUTH ELEVATION

[illegible]

Architectural elevation drawing of a building facade. The drawing includes a horizontal dimension line at the top with markers at 0'0", 12'0", and 24'0". The facade features a central section with a dark, domed roof and a large window. To the left, there is a section with a gabled roof and a window. To the right, there is a section with a flat roof and a window. The building is surrounded by greenery, including trees and shrubs. The drawing is annotated with various labels and arrows pointing to specific features:

- 3 Window Wall - Vision Glass
- 4 Window Wall - Spandrel Glass
- 5 Metal Panel
- 6 Bakery Railing
- 7 Brick Wall - Vision Glass
- 8 Brick Wall - Spandrel Glass
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Recommendation – Zoning By-law Amendment for 57A (59A) Lakeport Road, 61 Lakeport Road, and 63 Lakeport Road

1. THAT Section 15.1, Schedule A (A7), Zoning Maps, be amended by changing the zoning of 61 Lakeport Road, 63 Lakeport Road, as illustrated in the schedules attached as Area A, and a portion of 57A(59A) Lakeport Road, as illustrated in the schedules attached as Area B, from Community Commercial with Special Provision No. 10 (C2-10) to Community Commercial with Special Provision No. 149 (C2-149);
2. THAT Section 13.1, List of Special Provisions, be amended by adding Special Provision 149, as follows:

Special Provision	Zone	Schedule A	Schedule B	Location	By-law
149	C2	7	37	57A (59A) Lakeport Road, 61 Lakeport Road, 63 Lakeport Road	2018-
1.	Drive-thru Facilities and Auto-related Uses, including Car Wash, Motor Vehicle Repair Garage, and Motor Vehicle Sales/Rental Service Centre are prohibited on Area A and Area B.				
2.	For Area A, illustrated on Schedule B37, the following provisions shall apply:				
	a)	In addition to the uses set out in Section 6.2, "Permitted Uses", Live/Work Dwelling Units shall be permitted on Area A and shall be defined as "a premises that is comprised of a dwelling unit as well as dedicated space for the operation of a permitted non-residential use."			
	b)	Live/Work Dwelling Units are subject to the following:			

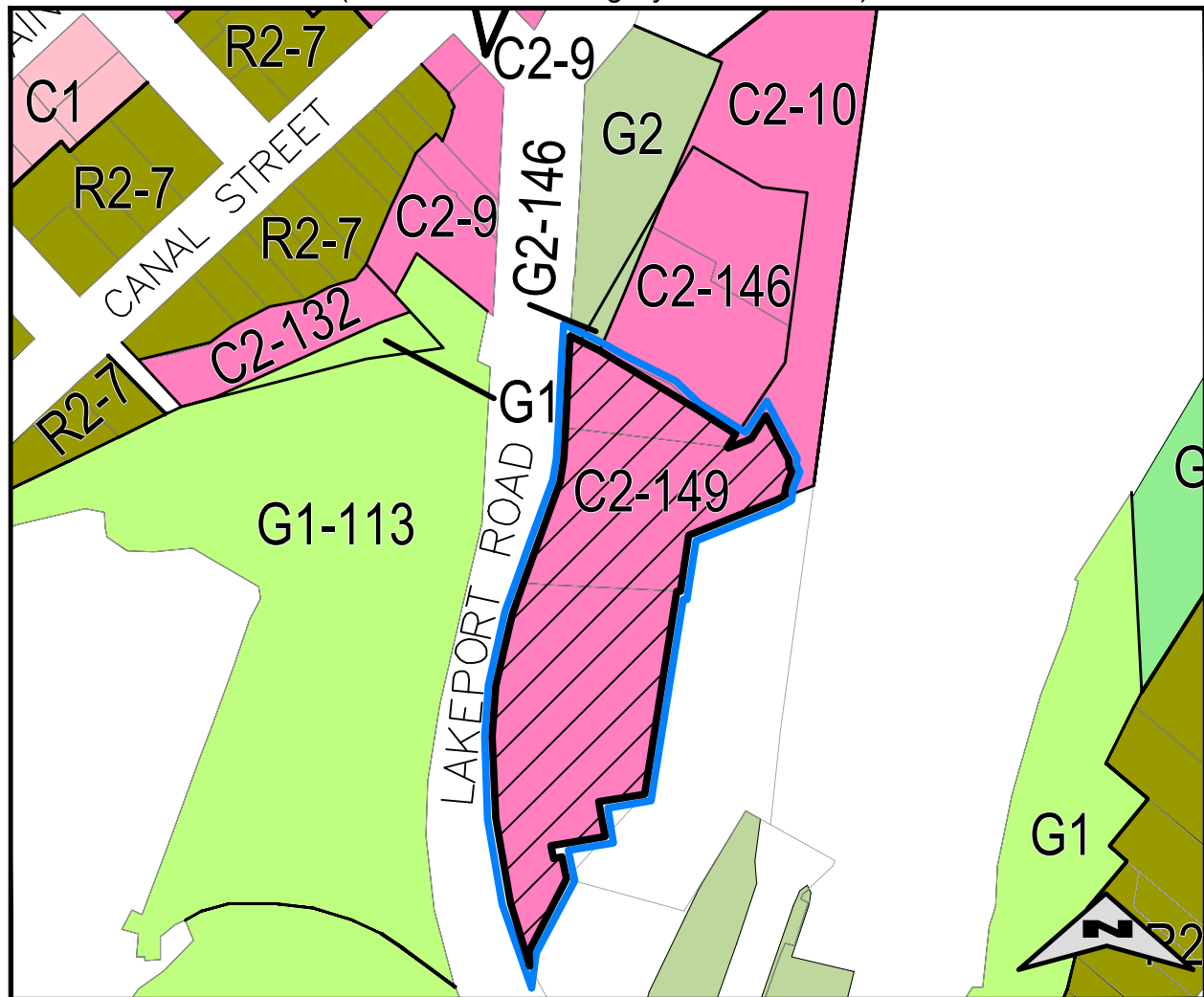
		<p>i) shall be located on the ground floor only.</p> <p>ii) the total of all units shall not exceed 70% of the total gross floor area of the ground floor of all buildings.</p> <p>iii) each unit shall include a non-residential component that is a minimum 25% of the total gross floor area of the unit.</p> <p>iv) each unit shall be laid out in such a manner that the residential component does not face Lakeport Road and is located entirely to the rear of the non-residential component and separated by a dividing wall.</p> <p>iv) shall have a parking requirement of 1 parking space unit.</p>
	c)	<p>Despite the provisions of Section 6.4, Provisions for Commercial (C1) to (C4) Zones, the following C2 provisions apply:</p> <p>i) Maximum non-residential gross leasable floor area shall be 2,000 m².</p> <p>ii) Maximum gross leasable floor area per individual non-residential unit shall be 370 m².</p> <p>ii) Minimum Front Yard Setback for existing buildings shall be 1 m.</p> <p>ii) Minimum Northerly Interior Side Yard Setback shall be 23 m from the common boundary line between Area A and Area B.</p> <p>iii) Maximum Building Height shall be 30 metres, measured in accordance with Sections 2 d) thru f) below.</p> <p>iv) Maximum Building Width measured along Lakeport Road shall be 101 metres, including cantilevered portions of the building, but not including platform structures.</p> <p>v) All other C2 provisions shall continue to apply.</p>
	d)	<p>Despite the provisions of Section 2.7.1 “ Where Height is Measured”, height shall be measured from the geodetic elevation of 80.0 metres above sea level.</p>
	e)	<p>Despite the provisions of Section 2.7.2 a), “How Height is Measured”, for a Principal Building, height shall be measured from the geodetic elevation of 80.0 metres above sea level to the highest point of the</p>

		ridge of a pitched roof, or the highest point of the roof surface of a flat roof.
	f)	Despite the provisions of Section 2.7.3, "Height Exceptions", the height regulations for a Principal Building shall apply to spires, water tanks, chimneys, communication towers, skylights, and roof top mechanical equipment, but shall not apply to flag poles or elevator enclosures.
	g)	Area A is exempt from the following requirements for Platform Structures set out in Section 2.10.2, regardless of the height of the Platform Structure: -Minimum Setback from Interior Side Lot Line -Minimum Setback from Rear Lot Line; and -Maximum Area.
3.		Despite the provisions of Section 3.2.1, "Parking Location – Residential Uses", required parking for residential uses shall be provided on the same lot as the residential use requiring the parking (Area A), and shall also be permitted on Area B.
4.		Areas A and B are exempt from Section 3.13, "Landscape Provisions for Parking Areas".
5.		For Areas A and B height of the following shall not exceed the geodetic elevation of 80.0 metres: -Parking structure decks; -Exposed walls associated with a parking structure, not including guards or rails.
6.		For Area B, the minimum setback from the northerly property boundary and an exposed wall associated with an underground parking garage shall be 7.0 metres.
7.		In addition to the uses set out in Section 6.2, "Permitted Uses", a hotel/motel shall be permitted on Area A, and a trail shall be permitted on Area B.

3. That Section 15.2, Schedule B - Lot Specific Maps for Special Provisions, be amended by inserting an additional lot specific map (B37), as illustrated in the attached schedules.

Proposed Amendment to Zoning By-Law 2013-283

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



 Subject Lands

 Lands to be re-zoned from Community Commercial (C2-10)
to Community Commercial with Special Provision No. 149 (C2-149)

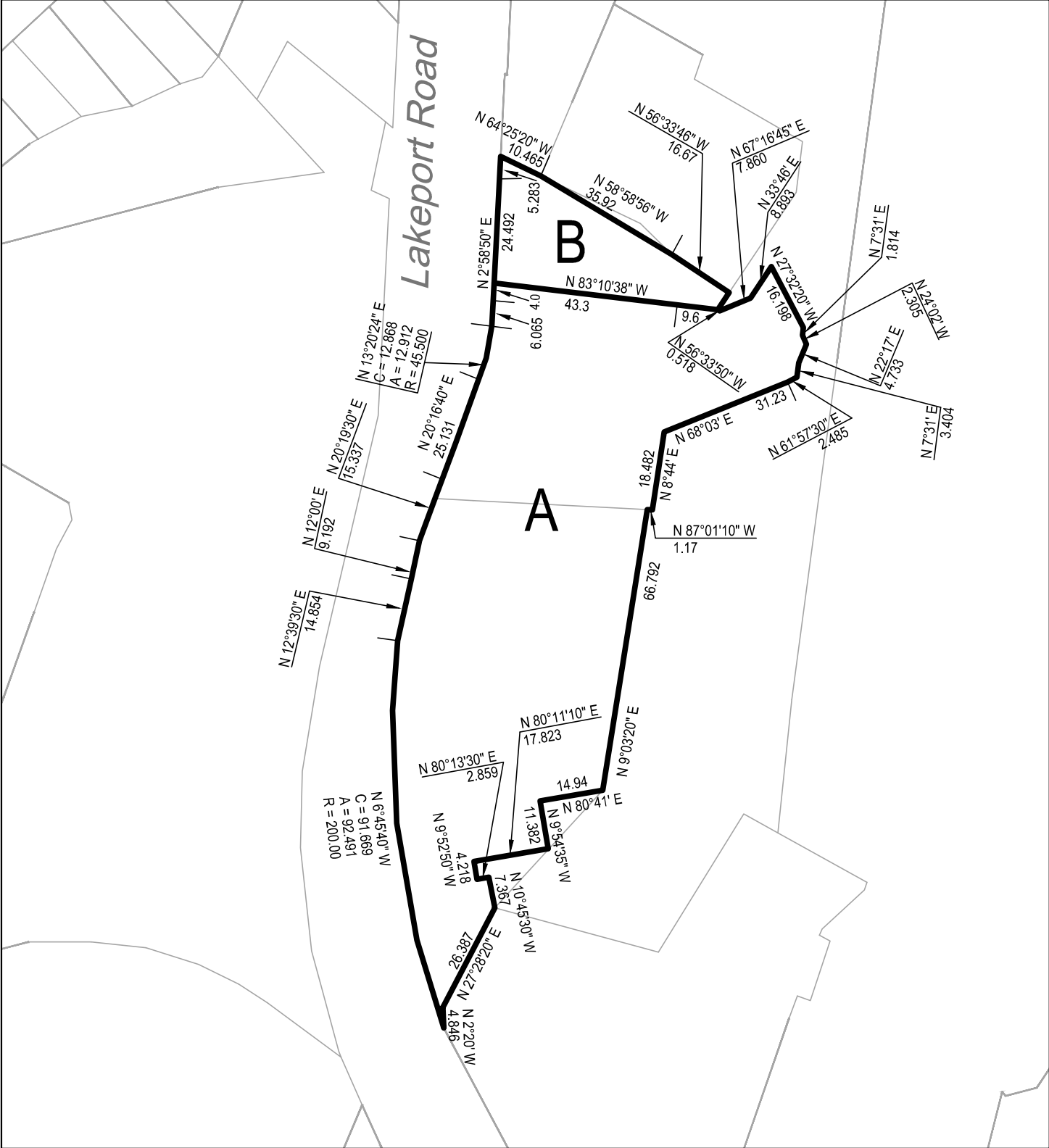
Zones

R1 Low Density Residential
- Suburban Neighbourhood
R2 Low Density Residential
- Traditional Neighbourhood
R3 Medium Density Residential
C1 Local Convenience Commercial

C2 Community Commercial
G1 Conservation / Natural Area
G2 Minor Green Space
G3 Major Green Space
I1 Local Neighbourhood Institutional

File: 60.35.1034

SCHEDULE A TO BY-LAW NO. _____
PASSED ON THE _____ DAY OF _____, 2018



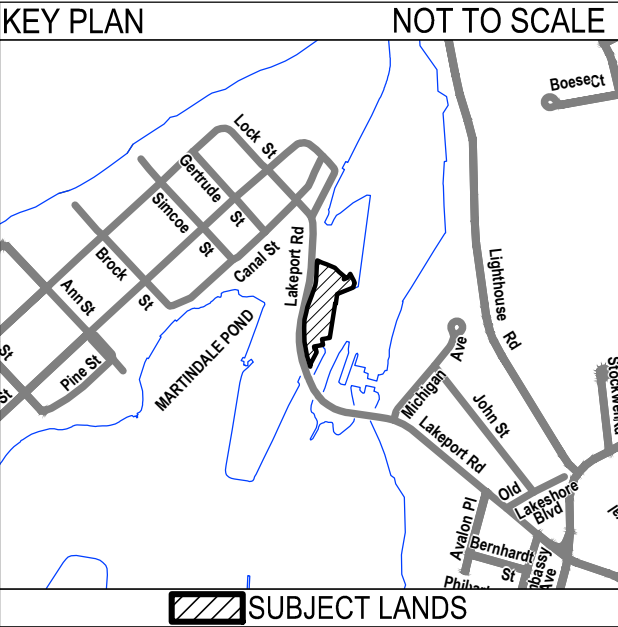
AN ILLUSTRATION SHOWING

PART OF LOT 21, CONCESSION 1

IN THE CITY OF ST.CATHARINES
REGIONAL MUNICIPALITY OF NIAGARA

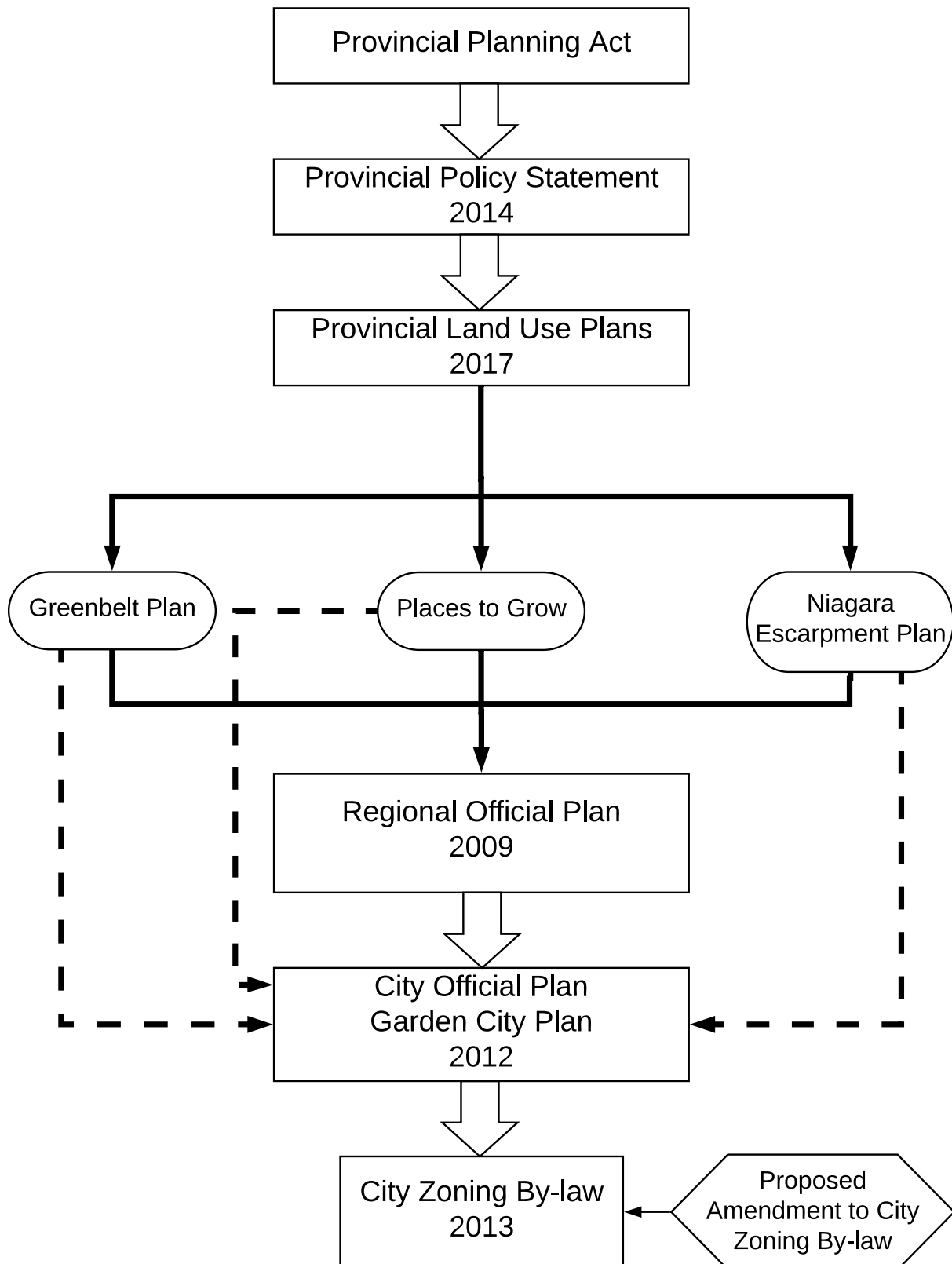


DISTANCES SHOWN ARE IN METRES
NOT TO SCALE



FILE: 60.35.1034

Ontario Land Use Planning Framework



Dilts, Ann

From: Knutson, Amanda
Sent: Tuesday, August 14, 2018 10:53 AM
To: Dilts, Ann
Subject: Fw: 2 Local Issues

Correspondence received App 22

From: Knutson, Amanda
Sent: Monday, August 13, 2018 12:15 AM
To: Knutson, Amanda
Subject: Fw: 2 Local Issues

From: Edward Bartley [REDACTED]
Date: July 14, 2018 at 5:54:32 PM EDT
To: "Williamson, Bruce" <bwilliamson@stcatharines.ca>
Subject: Re: 2 Local Issues

Feel free to share. Re: the condos - parking is one thing, but consider traffic flow and congestion! The bridge needs to be double-laned, with Bayview (or Dalhousie) and Main each being one way ! The bottle-neck at the 4 way stop (Lock & Main) was backed up on main for 5 blocks today, and the condos are not even there yet !

From: Williamson, Bruce <bwilliamson@stcatharines.ca>
Sent: July 14, 2018 6:08 PM
To: [REDACTED]
Subject: Re: 2 Local Issues

Hi Ted,

Thank you for sharing your thoughts. I will ask our transportation staff to consider the alternate side of the street parking schedule, though I believe it may have been discussed and discounted previously. I very much share your concerns about the traffic and parking issues that will result from imposing too many new condo units in the old village area without sufficient on-site resident parking capacity.

Is it okay for me to share your message with appropriate city staff?

Best regards,

Bruce

Get [Outlook for iOS](#)

On Sat, Jul 14, 2018 at 11:58 AM -0400, "Ted Bartley" <[REDACTED]> wrote:

We retired to Port Dalhousie (Mackie Street) 3 1/2 yrs ago to be closer to our grandchildren. While we like it here a lot there are 2 things that occur to me: 1) has anyone ever consider 1st to 15th parking on one side of the street, then 16th to the end of the month on the other side ? Sometimes Mary Street (for example) becomes close to impassible when service vehicles (especially) are parked on both sides of the road. 2) while I am not totally opposed to the new condos at the waterfront, has anyone SERIOUSLY pondered how the new density in that area will effect traffic that is already VERY congested, at times ? It could be a big problem. Thanks.

Origin: <https://www.stcatharines.ca/en/governin/MayorCouncil.asp>

This email was sent to you by Ted Bartley <[REDACTED]> through
<https://www.stcatharines.ca/>.

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Amanda Knutson

Planner I

Email: aknutson@stcatharines.ca

Tel: 905.688.5601 x1705

Dilts, Ann

From: Knutson, Amanda
Sent: Tuesday, August 14, 2018 10:54 AM
To: Dilts, Ann
Subject: Fw: Our support for the Lincoln Fabrics project.

More correspondence

From: Knutson, Amanda
Sent: Monday, August 13, 2018 12:11 AM
To: Knutson, Amanda
Subject: Fw: Our support for the Lincoln Fabrics project.

From: David Payne [mailto:]
Sent: Friday, July 20, 2018 10:10 AM
To: Mayor & Council
Subject: Our support for the Lincoln Fabrics project.

Dear Mayor and Council,

I am writing to you today in support of the restoration of Lincoln Fabrics project. My company, Invent Dev, provided graphic work for the project and, even though our work is complete, I feel it appropriate to express why we were drawn to the project.

Our company has created design work for housing projects in Canada, the US, and around the world. In the course of our work, we have the opportunity to see a wide variety of projects, and we feel that Lincoln Fabrics stands apart as truly outstanding and beautiful project that would greatly benefit the Port Dalhousie community.

The Lincoln Fabrics team loves the project and you can feel it in their work. They are dedicated to restoring an important building and renewing this edifice to fit in with its surroundings. Every detail, no matter how minute, is in service of these goals.

This proposal will bring a renewed richness to the public areas. At the same time, this incredible project sets a high bar of expectation for the look and function of projects coming forward, which will help the area retain its beauty. It will draw many people back to St. Catherines to experience the Port renewal firsthand.

Our admiration goes to the PDHC team who are gifting the area with their talent as exemplified in this project. Their dedication to authentically restoring an important building is commendable.

We can unreservedly recommend that this is an outstanding proposal that deserves your approval.

Thank you,

Kind regards,
 David Payne
 CEO

li: <http://www.linkedin.com/in/payned>

e: david.payne [REDACTED]
c: [REDACTED]
ff: [REDACTED]
[REDACTED]

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Click [here](#) to report this email as spam.

Amanda Knutson

Planner I

Email: aknutson@stcatharines.ca

Tel: 905.688.5601 x1705

Joe Medeiros
 Lakeport Rd.
 Port Dalhousie
 St. Catharines ON

RECEIVED
 MAYOR'S OFFICE

AUG 6 2018

July 24, 2018

unfiled

Mayor Sendzik and City Councillors
 City Hall
 50 Church St,
 St. Catharines, ON
 L2R 7C2

Dear Mayor Sendzik and City Councillors,

I am a long-standing resident and business owner in St. Catharines and have a special interest in Port Dalhousie, where I have operated PIER 61 Bar & Grill along with my wife Maria and our three daughters for the past five years. It has been both rewarding and challenging. While we love Port as do many others, we've experienced the declining trade to small business owners like ourselves.

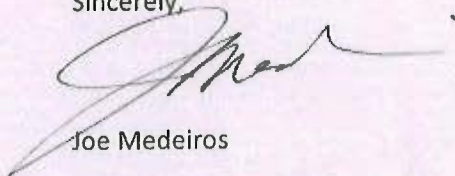
We would all like to see Port restored to a healthier climate. We are very encouraged by Council's approval of the Legion project and we request that the City strongly support the Harbour Club. These two projects will help breathe life back into Port by adding new residents who would support our small businesses and add new jobs and significant taxes to the city.

We count ourselves among the investors in the future of Port and are working with the developers of the Harbour Club to open a new PIER 61 when their building revitalization is completed. We have a wonderful working relationship with them as they share with us a genuine concern for the well being and future of our community.

We believe that the Harbour Club design not only restores the heritage components of the Lincoln Fabric building, but introduces sophisticated architectural design in the proposed addition. Thus, making the entire look of the project extremely attractive. Also, the re-introduction of the marina is another strong indicator as to the care that Harbor Club has put into the overall design.

We hope the City can see their way to approve the rezoning of the project at the meeting in August so the developers can move ahead with this vital project for the future of Port Dalhousie and St. Catharines.

Sincerely,


 Joe Medeiros

Maria Medeiros

July 26, 2018



Central

240 Scott Street
St. Catharines, ON
L2N 1H1

905-937-5610
www.centralcc.ca
e: info@centralcc.ca
t: @centralcc

We are writing you now in regard to our dealings with Sheldon D. Rosen and the SDR Group.

For the last couple of years, we have been working with the SDR Group, as part of the sale of our current location. Our dealings with the SDR Group have been positive and throughout the process we have developed a relationship of mutual respect. Their insight and business practices have always been upfront & honourable.

Regarding the Restoration of the Lincoln Fabrics building, a project of this nature has many community benefits. Namely the beautification of the Port Dalhousie area (i.e. the restoration of a vacant heritage building and development), will generate benefits which will have a positive impact on the community as a whole, and to other places of worship like Central Community Church, by providing housing and economic development for the City and the Region. As a Church with many congregants who are trades and entrepreneurs, a development of this nature will provide a social & economic boost which generates an attractive positivity to the City as a whole. The ripple effect of this type of development to the overall Port Dalhousie area, will certainly benefit the many restaurants, shops and local businesses.

In our opinion, the development knowledge and proven heritage restoration experience must be a top priority, so that this will be brought to the community in a sensitive manner which will best meet the needs of the local Port Dalhousie community.

In conclusion, we at Central Community Church are very appreciative of the time, talents and treasures given by our elected officials. As a congregation we pray for our elected officials and we value your input into projects of this nature which have a positive impact on the community as a whole, and our church community.

Sincerely

Paul Robertson
Executive Director

Dilts, Ann

From: Knutson, Amanda
Sent: Thursday, August 16, 2018 10:59 AM
To: Dilts, Ann
Subject: Fw: Harbour club condominium Development

Additional comments received for Lincoln Fabrics report.

Amanda Knutson

Planner I

Email: aknutson@stcatharines.ca

Tel: 905.688.5601 x1705

From: Ritchie, Scott
Sent: Thursday, August 16, 2018 9:02 AM
To: Knutson, Amanda
Subject: FW: Harbour club condominium Development

FYI, for file.

Scott Ritchie M.C.I.P., R.P.P.

Urban Design Planner

Email: sritchie@stcatharines.ca

Tel: 905.688.5601 x1722

From: Sendzik, Walter
Sent: Wednesday, August 15, 2018 3:36 PM
To: Michele Fisher [REDACTED] n>
Cc: Ritchie, Scott <sritchie@stcatharines.ca>
Subject: RE: Harbour club condominium Development

Good afternoon Michele,

Thanks for your email. There has been lots of interest and discussion about the plans for the former Lincoln Fabrics building and plans for Port Dalhousie in general. The planning department is still taking comments on the planning proposal and I will share your feedback to be included as part of the staff report coming to Council on August 27.

As with any development proposal, the planning department evaluates the plans with consideration for traffic, parking, noise, access, and makes recommendations to council based on planning and zoning policies. That is to say that concerns about parking, traffic, congestion are being considered

as part of the public process. Many of your concerns have also been noted in public meetings and presentations about this proposal, including a public meeting on May 23. You can read more about that in the report [here](#):

Many of these issues are also considered in the new Secondary Plan and Heritage Guidelines for Port Dalhousie. The Heritage Advisory Committee recently considered and supported the applications of both the Rankin development and the Harbour Club development at Lincoln Fabrics. As a matter of policy, Planning staff will include any recommendations from advisory committees in their staff report.

I certainly appreciate the many who have taken time to email, call, attend open houses and public meetings. All of this is valuable feedback for Council. We look forward to considering all that is presented on August 27th prior to making a decision on the application.

Warm regards,
Walter

Walter Sendzik

Mayor

Email: wsendzik@stcatharines.ca

Tel: 905.688.5601 x1540

From: Michele Fisher [mailto: [REDACTED] n]

Sent: Wednesday, August 15, 2018 12:30 PM

To: Mayor & Council

Subject: Harbour club condominium Development

Dear Mayor of St. Catharines,

I oppose the design of the Harbour Club Condominium on the grounds that it does not meet Heritage guidelines for the number of stories and scale of the addition to an existing historical building. Part of the aesthetics and small village feel of Port Dalhousie will be lost with the scale of this development.

Secondly, I oppose the number of condo units on the basis of parking and traffic increase in demand that will result for this development. The provision of one parking spot per condo is insufficient and will result in recreational, restaurant and retail spots be taken by residents of the condo in the nearby free lakeside park parking lot, and other adjacent parking areas.

- Michele Fisher

[REDACTED] Clifton Crt.

St. Catharines L2N [REDACTED]

By-laws to be considered Monday, August 27, 2018

- (a) A By-law to authorize a contract with Norjohn Contracting and Paving Limited (One reading - with respect to Academy Street and Centre Street Transit Improvements, under Project No. P17-042. 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. 2017-195 entitled "A By-law to authorize a Lease Agreement with The St. Catharines Athletics Lacrosse Club." (One reading - with respect to change in term of the lease regarding storage space. Delegation By-law No. 2004-277, as amended.)
- (d) A By-law to amend By-law No. 2013-283 entitled "A By-law to regulate the use of land, the bulk, height, location, erection and use of buildings and structures, the provision of parking spaces and other associated matters in the City of St. Catharines." (One reading – with respect to 61 and 63 Lakeport Road. To be considered by Council, August 27, 2018.)
- (e) A By-law to amend By-law No. 2013-283 entitled "A By-law to regulate the use of land, the bulk, height, location, erection and use of buildings and structures, the provision of parking spaces and other associated matters in the City of St. Catharines." (One reading – with respect to 198 Welland Avenue. To be considered by General Committee, August 27, 2018.)
- (f) A By-law to confirm the proceedings of council at its meeting held on the 27th day of August, 2018. (One reading - with respect to confirming the proceedings of the meeting held on August 27, 2018.)