

Traditional Neighbourhood

Narrow grid network of streets, regular pattern of mature street tree plantings; buildings set close to the street frontages, as found in the residential neighbourhoods of central St. Catharines, Old Glenridge, Western Hill and Port Dalhousie. Sidewalks are on both sides of streets. There are some mixed uses on the periphery of the neighbourhoods with primarily residential uses with a wide range of dwelling types single, two unit dwellings, apartments and townhouses. Garages and driveways are not a prominent part of streetscape.



Suburban Neighbourhood

Road network may be irregular curvilinear pattern with cul-de-sacs, and corridors that pass through predominately residential areas. These are the residential neighbourhoods of much of north, east and west St. Catharines. Sidewalks are absent or only on one side of local streets. Private realm may be heavily planted. Street tree planting is widely spaced or not mature. The land use is predominately low density residential use primarily one and two unit dwellings with relatively deep setbacks. Attached garages and wide driveways are common characteristics.



Traditional Main Street

Highest density mixed use buildings with commercial, institutional and residential with a tight grid network of streets with sidewalks on both sides. Buildings, landscaping and other streetscaping elements create a continuous streetscape. Buildings are located close to street frontage with wide sidewalks. St. Catharines' most important traditional main street is St. Paul Street in the Downtown however there are also a number of traditional main streets that are found in the former village cores of Merriton, Western Hill, Queenston and Port Dalhousie neighbourhoods. Boulevard tree planting is present on both sides of streets, and on street parking is common. Design elements such as public art are also encouraged.



LOCATION DESCRIPTIONS

Mixed Use Corridor

Compact, mixed use, transit friendly, pedestrian oriented streets where building heights vary but are generally below 8 stories. These are higher density residential and employment areas which primarily serve adjacent residential neighbourhoods. Many of these streets may share some characteristics with traditional main streets however are more often former automobile oriented commercial corridors with larger scale buildings than traditional main streets. These streets are evolving into mixed use corridors where the focus is changing to transit friendly pedestrian oriented design. The streets have an eclectic mix of buildings size and setback. There is some on street parking available. A defined streetedge with dedicated pedestrian and green linkages between the public and private realm is encouraged.



Commercial Corridor

These streets like Ontario Street, Lake Street and Geneva Street are major commercial streets that have large lots with large buildings, varied setbacks, automobile oriented environment. A high quality built form with a strong street edge and a comfortable pedestrian environment and attractive streetscape, supporting a broad range of predominately employment uses is encouraged. The scale of the buildings and the public realm adjacent to the roadway provides an environment that allows for the car while at the same time generates a strong pedestrian environment. Existing parking lots are often between the building and the street, with enhanced connections that link buildings to public transit, roads and pedestrian walkways, and other greenspaces. There is usually limited on street parking.



Prestige Business Park Arterial Collector

These streets like Fourth Avenue that generally have large lots with large buildings in a campus like setting. A high quality built form with a strong street edge and a comfortable pedestrian environment and attractive streetscape, supporting a broad range of employment uses is encouraged. Highly developed streetscape, embracing gateway initiatives at street and entranceway locations. Uninterrupted landscape features along street frontages and the transition of land uses. Buildings at intersections have the highest architectural quality. No on street parking present.



LOCATION DESCRIPTIONS

Prestige Business Park Local Street

A broad range of prestige industrial uses in a campus like setting. Strong streetscapes with regular tree planting and linkages for pedestrians along all streets and between buildings are encouraged. Parking areas are heavily screened from the street. On street parking may be present.



Industrial Arterial Collector

Larger buildings are located on larger lots with significant set backs. A strong street edge with significant plantings and boulevard trees is encouraged, with linkages to greenspaces and for pedestrians is provided. Parking is screened from the street. Outdoor storage areas may be present but are screened. Little or no on street parking is present.



Industrial Local Street

A large range of uses, building sizes on various size lots and set backs is present. A strong street edge with plantings and boulevard trees is encouraged to harmonize the streetscape. Parking is screened from the street, and large expanses of parking are broken up with landscaping. Linkages to greenspaces for pedestrians is provided creating an attractive and pedestrian friendly streetscape. Outdoor storage areas may be present but are screened. On street parking may be present.



LOCATION DESCRIPTIONS

* Nodes

The nodes are areas that are highly visible components of neighbourhoods which maybe major intersections, key landmark buildings or spaces where there is a convergence of activities, be it recreational, commercial, higher density residential or mixed use. The nodes provide focal points which are created or enhanced into distinct places that are landmarks and meeting places for the surrounding community. The identity of the node is created with public squares, public art, building architecture and landscaping with high level of design, and strong pedestrian connections.



○ Gateways

Gateways are locations which are the 'front door' to the City. Gateways mark arrival points, and landmarks to and within the City as well as signifying access points to the open space system or leading to civic, historic or topographic points of special interest. City gateways along expressways and arterial routes enhance the experience of entering and exiting from the Garden City through elements such as signage, extensive landscaping, street furniture, lighting and public art.



-- Wine Route and Welland Canals Parkway Scenic Corridor

The Wine Routes and Welland Canals Parkway Scenic Corridor are part of a central spine that extends throughout the Region connecting St. Catharines to other communities. These streets are multi modal corridors that accommodate vehicles, buses, cyclists and pedestrians. These roads wind through various neighbourhoods therefore must also reflect the character of suburban residential, traditional main street or corridors/arterials as appropriate. The wine routes and scenic corridor however are to evolve into a recognizable place with visual continuity and consistent design quality and standards with integrated themed street elements –light standards, signage, bus shelters etc. to enhance the character of the street. Boulevards are heavily planted; sidewalks are prevalent; and medians are frequently planted.



Heritage Districts

These are areas that possess groups of buildings and features which reflect on an aspect of local history; where buildings and structures are of architectural value or interest or where the area provides an important association with local heritage including landscape features or archaeological sites. These areas have been designated under the Ontario Heritage Act. Each heritage district has specific guidelines that guide development. Please refer to the heritage district guidelines for details.

