

**CITY OF ST CATHARINES**

**PORT DALHOUSIE  
COMMERCIAL CORE AND  
HARBOUR AREA  
SECONDARY PLAN**

**December 2017**

## **15.1.2 Port Dalhousie Commercial Core and Harbour Area Secondary Plan**

### **1.0 Purpose**

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

### **2.1 Vision**

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

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

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

### **2.2 Guiding Principles**

#### **a) Connect with the waterfront**

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

- b) **Protect and enhance the character**  
The heritage resources, mainstreet commercial, industrial era buildings, functioning harbour, Welland Canal remnants, founding landscape, waterfront location and recreational opportunities establish a unique character that will be respected and enriched as redevelopment occurs.
- c) **Improve connections to the lake's and harbour's edge**  
Public access to all open space areas and the water's edge will be maximized. A connected public realm with enhanced sidewalks, trails and pedestrian/cycling opportunities will improve access to the water.
- d) **Create a place for business**  
An increased number and range of retail, service and tourism businesses serving the community and visitors will be encouraged in order to improve the draw of the area and enhance the vibrancy and viability of the commercial core.
- e) **Conserve our heritage**  
The original three locations of the Welland canal and associated development of the harbour were important to the original development of the City, helped to form the heritage landscapes in the CCHA, and are an integral part of the community's identity and character. The heritage attributes, including cultural heritage landscape features will be protected and enhanced.
- f) **Celebrate what we have**  
Festivals, events and programs will be encouraged to take advantage of the area's location, attributes and facilities and to promote the area's industrial and nautical history.
- g) **Make it easy to move around**  
All streets, walkways and trails will be safe, secure and accessible. Active transportation and public transit usage will be promoted to improve access, increase sustainability and reduce demands on parking facilities.
- h) **Enhance and enliven the open space and harbour areas.**  
Enhanced facilities within existing parks and open space areas, improved landscaping within the harbour area and animated building edges will be encouraged in order to improve user experiences and support four season activity and comfort.
- i) **Instill design excellence**  
New buildings, landscapes, streetscapes and open spaces will strive for design excellence and will respect and complement the heritage and architecture of the community.

## 2.3 Objectives

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

- a) Adopt a new Heritage Conservation Sub-District Plan for the Commercial Core and Harbour Area to provide greater protection and guidance regarding conservation of the heritage attributes and cultural landscape resources.
- b) Promote and facilitate public access to the lake, harbour, Martindale Pond and open space areas, and re-establish access to the piers to continue to draw residents and tourists to the water's edge.
- c) Maintain boat ramp and docking opportunities to retain the marina function of harbour area.
- d) Enhance the eastern side of the harbour by increasing the range of permitted uses and making it more engaging and physically attractive.
- e) Maintain views and vistas to the lake, harbour and pond and to various built landmarks including the lighthouses, former Welland Canal remnants, former industrial buildings and the historic streetscapes.
- f) Ensure that all development is of a form and design that responds to its immediate context and strengthens the broader architectural character of the area.
- g) Promote design excellence that is attractive, durable, sustainable, functional, accessible, and economically viable.
- h) Improve the vitality of the commercial core by supporting existing business, encouraging new appropriately scaled neighbourhood, specialty and tourist related uses and supporting the redevelopment of vacant lots or buildings that do not contribute to the heritage character in a manner that fits with the existing physical attributes of the community.
- i) Enhance the regional tourism role of the area by encouraging new community, hospitality, and cultural uses and activities at an appropriate scale.
- j) Improve opportunities for social interaction and the enhancement of the pedestrian realm through the provision of meeting places and improvements to streetscape and pedestrian amenities including updates to make the area more accessible.

- k) Support a connected public realm and provide an inviting network of public and semi-private sidewalks, trails, paths and promenades to allow seamless and accessible connectivity between the commercial and harbour uses and the open space and recreational opportunities along the water.
- l) Enhance user experiences and facilities at the existing parks and provide improved wayfinding and heritage signage.
- m) Maintain and enhance the health of the natural environment.
- n) Reduce parking demand by facilitating active transportation and transit usage, and improve parking areas and access while ensuring that new parking options are balanced with the retention of existing open space.
- o) Improve connectivity between the east and west sides of the harbour area.
- p) Mitigate to the extent possible, the impact of the commercial areas on adjacent residential areas.
- q) Encourage and support year round vitality by accommodating low and mid-rise mixed use buildings offering a commercial, employment and housing options.

### **3. General Policies**

1. Part of the land within this Secondary Plan area is within a Heritage Conservation District and the rest is in adjacent areas to the Heritage Conservation District. Any development, site alteration or public work within the Heritage Conservation District will conserve the heritage attributes and heritage character of the area. The character of all lands within the Secondary Plan area including those outside of the Heritage Conservation District in adjacent areas will be protected and where possible enhanced.
2. Notwithstanding the policies in Part B Section 2.3.3.4 vii) the potential for housing intensification within the Community Commercial designation has been identified on sites shown on Schedule E5 but housing intensification within the Community Commercial designation is intended to be primarily limited to the upper floors of mixed used buildings provided the commercial function and character prevail and it meets the objectives of the Heritage Conservation District Plan.

## 4. Cultural Heritage

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

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

Port Dalhousie's street pattern reflects the different locations of the Welland Canal over time and it is oriented to the water and commercial core serving both the residential and harbour areas. The area currently consists of low-rise buildings of 1 to 3 storeys in height with the exception being the building at 63 Lakeport Road (former Maple Leaf Rubber /Lincoln Fabrics Building), which is a key landmark and one of a few surviving buildings from the industrial era of the community.

1. All development, site alteration and public works within the Port Dalhousie Heritage Conservation District will occur in accordance with the policies in Part C Section 3 of the Plan. When the City adopts the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District Plan under the 2005 Ontario Heritage Act, Council will not pass any by-law that is contrary to the objectives set out in the Commercial Core and Harbour Area Heritage Conservation Sub-District Plan or carry out any public work that is contrary to the objectives set out in the Commercial Core and Harbour Area Heritage Conservation Sub-District Plan.
2. In reviewing proposals for construction, demolition or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by the relevant guidelines in the Commercial Core and Harbour Area Heritage Conservation Sub-District Plan, the principles established in Part C section 3.2.7 of the Plan and the following:
  - a) In addition to the provisions in Part C Section 3.2.7 b) of the Plan, retention and adaptive reuse of the entire or substantial portions of buildings identified in the Commercial Core and Harbour Area

Heritage Conservation Sub-District as contributing to the heritage character is desirable and strongly encouraged and the retention of the building facades alone is discouraged.

- b) Notwithstanding the provisions in Part C Section 3.2.7 c) of the Plan, new additions and features should generally be no higher than the existing building. Any proposal to increase the height of an existing building beyond its original roof line should be placed to the rear of the building or appropriately set back from the existing principal façade in order to be visually unobtrusive from the street and to differentiate the addition from the older structure. Where new additions would be visible from the waterfront or open space areas these should be appropriately setback from the principle façades to remain visually unobtrusive. An exception may be made for a two storey addition on top of the existing building at 63 Lakeport Road in keeping with the provisions in the Commercial Core and Harbour Area Heritage Conservation Sub-District Plan. Existing one-storey buildings on Lock Street and Lakeport Road which are not identified as contributing to the heritage character in the Commercial Core and Harbour Area Heritage Conservation Sub-District Plan will be permitted to have upper second and third storey additions with no setback requirements.
- c) In accordance with Part C Section 3.2.7 d) of the Plan, new construction and infilling should provide context sensitive design. On Lock Street and the west side of Lakeport Road this will be accomplished by generally having the same height, width and orientation as adjacent buildings, having a similar setback and using similarly proportioned windows, doors and roof shapes. Notwithstanding this provision, heights may be developed in accordance with the permitted heights on Schedule E5. On lands east of Lakeport Road, building design, layouts and setbacks between buildings will be in accordance with the Part E Section 15.1.2.8.
- d) For buildings that contribute to the heritage character as defined in the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District Plan, provision should be made to ensure that the architectural features of the building are maintained in accordance with the guidelines in the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District Plan.
- e) The views and vistas identified in Views Analysis Map are an important part of the historical character of Port Dalhousie and should be maintained to the greatest extent possible.
- f) The difference in elevation between the harbour/ lake and the commercial development in the Core is an important part of the

historical landscape context of Port Dalhousie. New development in the Commercial Core should ensure that the change in elevation from the water to the highest point of the slope remains a discernable landform feature that is not visually obstructed. Buildings should step down the slope, conveying the change in level and the slope. Landscaped terraces between stepping levels is encouraged. Stepping levels more than two floors at a time is discouraged, and a maximum of one storey at a time is encouraged. On land within a residential designation, building down the slope by more than one storey is strongly discouraged.

## **5. Community Commercial**

The variety of uses in the Secondary Plan contributes to the vibrancy and activity level of the area. Existing commercial uses in the core are predominately fine grained, ground oriented uses that provide an engaging front façade which animate the streetscape and support the regional tourist focus of the area. New commercial uses should support this character by providing appropriate scale and design features.

1. Notwithstanding Part D, Section 9.2.2 of the Plan, the following applies to the lands designated Community Commercial located to the west of Lakeport Road and north of Gertrude Street, and generally known as the Port Dalhousie Commercial Core:
  - a) An appropriate range and mix of commercial, employment, institutional, entertainment, community and cultural uses, and indoor recreation uses are permitted excluding automobile related uses, adult oriented entertainment uses and drive through facilities;
  - b) Residential dwellings are permitted in mixed use buildings. No residential uses other than lobbies and other uses requiring ground floor access or residential components of a live-work unit are permitted on the ground floor level facing public streets or lanes and where alternatives are available, residential lobbies and other uses requiring ground floor access should be directed away from Lock Street or Lakeport Road to another frontage;
  - c) Office uses which do not generate a significant amount of pedestrian traffic or require a ground floor location are required to locate on upper floors;
  - d) Retail functions are permitted on upper floors only in conjunction with a ground floor retail use;

- e) Ground floor commercial floor plate sizes should be limited to 400 sq metres in order to restrict large format retail uses which are not consistent with the character of the area. Restaurants may be permitted to have up to 550 sq m of ground floor space. This is not intended to restrict the size of floor space above the ground floor level;
  - f) The width of new individual retail commercial units on the street should be restricted to a maximum width of 12 metres at the front lot line to ensure that the fine grained character of the streetscape is maintained. Retail commercial units proposed to be wider than 12 metres will be required to demonstrate through an urban design brief how it maintains a continuously active public realm and the visual rhythm and character of the street.
  - g) Where property consolidation has occurred, the front façade should provide for high level of articulation and change in materials in order to visually replicate a series of smaller units and the provision of smaller units is encouraged.
  - h) New development may be required to submit an urban design brief in support of a development application that identifies how the proposed development meets the intent of the Plan by respecting the historic building scale and massing, providing building treatments (including windows and doors) that help to animate the ground floor level and facilitating a high quality, comfortable, and pedestrian friendly streetscape. The need for an urban design brief will be determined by City staff at the preconsultation meeting.
2. For the land located east of Lakeport Road and west of the harbour, the objective is to create a vibrant group of mixed use buildings in a setting that celebrates its heritage, maintains year round activity, maintains key views and vistas, and establishes an expanded open space network with increased public access and connectivity to the waterfront. Notwithstanding the Community Commercial designation:
- a) An appropriate range and mix of commercial, employment, institutional, and indoor recreation uses are permitted, to support regional based tourist facilities to enhance the economic vitality of the area and encourage year round activity.
  - b) Residential dwelling units are permitted in a mixed use building but residential dwelling units are generally discouraged from locating on the ground floor and are not permitted on the ground floor facing Lakeport Road.

- c) Should redevelopment on the 63 Lakeport Road site (former Lincoln Fabrics) occur, adaptive re-use of the original building is strongly encouraged.
- d) New development will be required to submit an urban design brief in support of a development application that identifies how the proposed development meets the intent of the Plan. All development will demonstrate design consistency with the vision for the area and will:
  - i) Respect the historic building scale and massing with the Lincoln Fabrics building remaining the most prominent building in the harbour area. New buildings should have a minimum height of two storeys, and provide facades that address both Lakeport Road and the waterfront.
  - ii) Demonstrate how new buildings fit within the surrounding context including consideration of the existing built form character and the implications of changes in topography.
  - iii) Provide direct public waterfront access that extends the length of the harbour and publicly accessible open space areas and/or outdoor community spaces including if possible, the expansion and enhancement of Lockhart Point, the enhancement of pedestrian and seating opportunities, places to appreciate views to the water and opportunities for year round activity.
  - iv) Preserve view corridors from Lakeport Road towards the water through appropriate building alignment and massing. New development should be well-spaced and new buildings with long contiguous building blocks that are parallel to the street should be avoided in order to maintain regularly spaced views through to the harbour.
  - v) Maintain the nautical and industrial heritage character of the area and acknowledge the original three Welland Canal alignments through appropriate means such as signage, interpretive information or commemorative resources.
  - vi) Provide appropriate landscaping to create a gateway to the commercial core and facilitate a more comfortable, pedestrian friendly streetscape on Lakeport Road.
  - vii) Create a connected, coordinated and accessible landscape design that functions cohesively throughout the entire western harbour area and creates a sense of place.

- viii) Provide building treatments (including windows and doors) and a complementary built form that help to animate the ground floor level and work symbiotically with the open space areas. Ground floor uses along the water's edge should facilitate interaction or visual connections between interior and exterior spaces where possible to enhance the pedestrian experience.
  - ix) Promote a development form that emphasizes active transportation over vehicular movements.
3. The following applies to the lands designated Community Commercial at 16 Lock Street and 12 Lakeport Road and subject to the Ontario Municipal Board Final Orders issued on May 14, 2010, and August 3, 2010 with respect to Case No. PL060850:
- a) a multi-use commercial/residential building is permitted having a 17 storey height limit to a maximum of 62 metres, provided that:
    - i) the residential component is part of a multi-use commercial redevelopment scheme including retail, office, restaurant, hotel and theatre uses, and
    - ii) appropriate development standards are established in the related zoning amendment, site plan agreement, heritage easement agreement and any other approval or applicable development agreement, and
    - iii) a Holding (H) designation shall be applied to the residential component; and buildings and structures may be erected on the subject lands prior to the removal of the specific Holding (H) designation, however, the residential component shall not be used for residential purposes until such time as the provisions of the zoning by-law are met, including all conditions related to the Holding (H) conditions.
4. Streetscape and pedestrian amenities within the commercial area will be enhanced through such means as appropriate landscaping, improved lighting and the provision of street furniture consistent with the character of the area. Historic façade elements such as porches for pedestrian weather protection and small upper floor balconies will be encouraged where appropriate.
5. Dalhousie House which is located at 50 Lakeport Road on the western edge of Rennie Park was an important industrial building associated with the former Second Welland Canal. On-going, active use of the building will help to ensure the economic viability of maintaining and conserving this historically significant structure in its current location. Additional commercial, recreational,

- cultural and/or institutional uses may be permitted in the zoning bylaw within the existing structure. Given the restricted access, uses that do not generate high vehicular traffic demands should be considered. Expansion of the existing building is discouraged. Any proposed additions will satisfy the requirements of the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District Plan policies that address additions and alterations of existing buildings.
6. View corridors through Hogan's Alley to Lakeside Park and the water are an important part of the character of the Commercial Core and should be maintained.
  7. New development applications submitted prior to the adoption of the Secondary Plan will be governed by the existing Official Plan policies and give general consideration to the overall policy framework and heights provided in this Secondary Plan. New development applications submitted after the Secondary Plan comes into effect will conform to the policies of this Plan and subsequent rezoning to bring the zoning into conformity with this Plan.

## **6. Residential**

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

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

## 7. Built Form

Existing building heights are at a human scale that reflects the heritage character of the area and enhances the pedestrian experience. While approval was previously granted to allow for a taller building at 16 Lock Street, the tallest building in the Secondary Plan area is currently the building at 63 Lakeport Road (former Lincoln Fabrics) . New development will be of a size and scale that can be appropriately integrated with surrounding development.

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

1. Schedule E5 provides maximum heights for buildings. New buildings or the expansion of existing buildings will not exceed the maximum number of storeys shown on Schedule E5 except as provided for in section Part E Section 15.1.2.6.3 or for mechanical purposes. 16 Lock Street is subject to height permissions granted by the OMB under case number PL060850 for a site specific development.
2. Building heights and massing will limit shadows impacts on nearby properties particularly on public spaces and new development may be required to provide a shadow impact study.
3. Existing view corridors to the water, public spaces and historic landmarks are an intrinsic part of the character of the area and should be maintained. Important vistas and view corridors are shown on Map 1. A view corridor analysis to demonstrate that views are being maintained and where possible enhanced, may be requested in support of development applications.
4. New buildings on Lock Street east of Main Street will be encouraged to maintain the existing street wall with minimal setbacks from the front lot line and will provide a minimum height of 2 storeys at the street. Existing single storey buildings are recognized as permitted.
5. New buildings along Lock Street east of Main Street and the west side of Lakeport Road will be encouraged to build out to the side property lines to enhance the commercial street wall and prevent gaps in the streetscape.
6. New buildings on the east side of Lakeport Road south of Lock Street will provide appropriate setbacks from Lakeport Road to facilitate wider boulevards and an improved pedestrian experience. Building placement should reflect the historic path of the second Welland Canal through this area by avoiding development on top of the old second canal alignment where feasible but if buildings are over the alignment they should employ measures

- to indicate the former canal location through the building alignment, or heritage interpretive elements.
7. Appropriate buffering will be provided between commercial areas and adjacent residential areas through such means as building setbacks, stepping down of heights and landscaping.
  8. Retention of the historic fine grain character of commercial buildings and uses will be strongly encouraged and property boundary adjustments will be considered in that context. On lands east of Lakeport Road, property boundary adjustments that support the redevelopment and urban design policies of this Plan will be considered.
  9. If development in accordance with land use approvals identified in Part E Section 15.1.2.5.3 does not proceed, any new development will be strongly encouraged to retain the historic jail in its current location in an open landscaped plaza with appropriate setbacks.

## **8. Parkland and Open Space**

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

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

1. User experiences and facilities will be enhanced at the existing parks and open space areas through provisions such as increased street furniture, improved signage and lighting, new bicycle parking, additional trees and landscaping, and public art. The provision of new buildings and the renovations of existing facilities in Lakeside Park will help to ensure that the tourist and recreational draw of the park is maintained.
2. The carousel in Lakeside Park is a treasured part of the history of the park from its days as a private amusement park. Maintenance and restoration of the carousel will continue to be promoted and supported in order to retain its heritage and recreational values. The carousel is fully enclosed within a building to help protect and conserve it and enhancement of the exterior façade of the building will be encouraged.
3. Expanded open space opportunities east of Lakeport Road within the harbour area will be encouraged. Lockhart Point park should be enhanced and provide a mixture of passive and active recreational opportunities which

- encourage park useage and animate the area on a year round basis. The Park currently houses the Yacht Club and associated facilities and the City may consider options for these facilities including reconfiguring the facilities and/or shared public-private facilities to improve public access to the point. The uses should augment rather than compete with the uses in Lakeside Park. The Park should be designed to take advantage of its prominent location and ensure views and vistas of the harbour are maintained.
4. The protection and restoration of the historic lock walls as well as the possible restoration of Lock 1 of the Second Welland Canal and/or historical commemoration of the canal through interpretative plaques or a monument like structure commemorating the history of the area will be encouraged.
  5. The western harbour promenade is a defining feature of the area and where possible should provide for multiple modes of active transportation. Improvements to the promenade including high quality landscaping, seating and increased connections with private uses will be encouraged. Pedestrian linkages between the harbour area and Rennie Park should be created to enhance connectivity. Grade changes must be appropriately addressed and integrated into the landscape design in order to ensure accessibility.
  6. For the lands on the east side of the harbour which are currently designated Parkland and Open Space, the permitted uses will be expanded to allow uses which support and enhance the harbour and tourist functions in order to support an increased activity level and facilitate greater use of the area on a year round basis. Cultural facilities and recreational uses which support the tourism and leisure function of the area including such uses as markets, artisan workshops, galleries, restaurants, meeting or festival spaces, or small community serving facilities such as library or community centres are encouraged. Stand-alone restaurants that take advantage of the harbour views may be permitted in the zoning by-law. The intent is to generally encourage retail stores and service commercial uses to remain in the Commercial Core but uses that are appropriate in the harbour context, may also be considered. Development of the area would be further enhanced by increased connectivity with land west of the harbour as identified in Part E 15.1.2.9.10. Buildings or structures proposed within the area may be subject to further studies to address hazard mitigation measures, shoreline protection works and suitable setbacks. Any new development in the area will be subject to the urban design policies in Part E Sections 15.1.2.10.3.
  7. The Locktender's Shanty which is located at 69A Lakeport Road should be restored internally and notwithstanding the uses permitted in Part C Section 13.1.1 of the Plan, additional commercial, tourist or community service uses such as a studio, community classes or bicycle rental facility may be permitted in order to facilitate maintenance and adaptive reuse of the building.

8. Notwithstanding the heights shown on Schedule E5, the lighthouses are exempt from height restrictions.

## 9. Transportation and Parking

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

1. Within lands designated Community Commercial:
  - a) Parking facilities should not be visible from the public realm and below grade parking or above grade parking structures appropriately screened by at-grade uses will be strongly encouraged for new development. Parking facilities will be appropriately screened from adjacent residential uses by such means as landscaping, and fencing.
  - b) Reduced parking standards may be considered at the time of rezoning applications in accordance with the Part C Section 5.4.2 of the Plan where shared parking is available, and bicycle parking facilities are provided.
  - c) The City will encourage shared parking where a mix of land uses is proposed in order to reduce the overall number of parking spaces, if appropriate.
  - d) Adequate loading and servicing areas should be provided to minimize the impact on public streets and reduce pedestrian hazards. Loading and servicing areas for new development will be appropriately screened from the public realm.
2. Landscape enhancements to existing surface parking areas will be encouraged to screen the parking from the street. In addition, landscape areas should be incorporated into the design of large surface parking areas to break up these areas and provide visual enhancement.
3. Landscape islands in parking areas should be designed with trees and shrubs to reduce the heat island effect and improve storm water infiltration. Where possible, surface parking areas should incorporate permeable paving treatments to improve storm water infiltration.

4. The City will increase the provision of publicly accessible bicycle parking spaces within parks, harbour areas and appropriate locations in the commercial areas.
5. The City will encourage active transportation particularly during peak parking demand periods and events and will consider the provision of programs and/or incentives which will be addressed in more detail in the City's Transportation Master Plan.
6. The City will consider public transit incentives or increased and/or more direct transit service to the area during summer months to encourage greater transit usage.
7. The City will encourage transit supportive design by ensuring that the location and design of transit stops enhances accessibility and user comfort and that the layout and orientation of buildings supports pedestrian-friendly streets and open spaces that enhance connections to transit stops.
8. The City will consider improving the experiential quality of taking transit by providing quality shelters, and complementing transit stops with quality treatments, landscaping and placemaking.
9. The City will consider implementing measures to better ensure the availability of public parking spaces for visitors including the provision of parking restrictions and the creation of additional public parking where appropriate.
10. In order to facilitate better utilization of public parking facilities on the east side of the harbour, the City will examine the opportunity to provide a convenient link between the east and west harbour parking areas, by way of water taxi, shuttle bus, or a pedestrian/multi-use bridge.

## **10. Urban Design**

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

The following policies build on those outlined in Part E Sections 15.1.2.6 and 15.1.2.8, the provisions in Part C Section 4 dealing with Urban Design and provide urban design guidance for new development, redevelopment or additions. All major development within the Heritage Conservation District will be required to provide an urban design concept plan in accordance with Part C Section 4.2.4 of the Plan which is intended to establish the contextual relationship of the proposed development. Reference should also be made the

the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District for assistance in establishing the character of the buildings and landscaped areas.

## 1. The Commercial Core

The following applies to the lands designated Community Commercial and located west of Lakeport Road:

### a) Built Form and Massing

- i) New buildings on Lock Street should align with the established setbacks to maintain a continuous streetwall. On Lakeport Road (south of Lock Street), buildings should maintain the significant setback that currently exists to maintain the alignment with the buildings to the north of Lock Street, and to protect the existing open character along this section of Lakeport Road.
- ii) The location and alignment of buildings on Lakeport Road should maximize views to Rennie Park and the historic Lincoln Fabrics building.
- iii) New infill development on Lock Street and Lakeport Road will be compatible with, but not mimic, existing buildings. Careful attention to datum lines, including rooflines, cornices, window alignment, and floor heights will help to create a consistent streetwall. The architectural style should reflect the character of buildings that are prevalent in the Commercial Core by considering sympathetic materials, scale and details, and address the Building Guidelines in Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District Guidelines.
- iv) The size of commercial uses where they meet the public realm should reflect the historic fine-grain network of retail uses in the Commercial Core.
- v) Development along Gertrude Street and Canal Street should continue to reflect the established residential fabric, and redevelopment that reflects the existing scale and provides an appropriate transition to adjacent residential uses.
- vi) New development located on a corner should be designed and massed to reflect the corner condition, including chamfering and/or setbacks, and the location of primary entrances at the corner.

- vii) New buildings on Lock Street and Lakeport Road should have a minimum ground floor height of not less than 3.5 m to accommodate active retail uses and should have a maximum ground floor height of 5.5 m to restrict mezzanines that may not be in keeping with the character of the area.
- viii) The ground floor of buildings should reflect the historic proportion of glass to solid walls.
- ix) Views through Hogan's Alley toward Lakeside Park should be maintained.
- x) Where buildings back onto open space areas, including Hogan's Alley, the rear of the building should reflect the same high standard of design as the front.
- xi) Building heights above 3 storeys on Lock Street west of Hogan's Alley should be designed to be visually unobtrusive from Lock Street and Lakeport Road and limit the shadow impacts of the additional height. A minimum 3 m stepback should be provided above the third storey along Main Street, Hogan's Alley and the street with no name opposite Lakeside Park in order to promote a comfortable pedestrian scale. Adjacent to Lock Street, a 7.5 m stepback should apply above the third storey except above existing buildings where the stepback should reflect the original building depth.

b) Access and Circulation

- i) Should the existing building on south west corner of Main Street and Lock Street redevelop, parking, servicing and loading facilities will be located at the rear yard, and screened from public view.
- ii) No new driveways should be permitted onto Lock Street and the west side of Lakeport Road.

c) Open Space and Landscaping

- i) A public plaza should be provided around the historic jail, directly accessible from the road, to protect and celebrate this unique building. Complementary public art pieces, interpretive signage and educational components are encouraged.

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

## 2. Western Harbour Area

Development in the area will recognize and reflect the heritage of the area including its nautical and industrial character and its strong connection to the water.

The following urban design provisions apply:

- a) The building known as Lincoln Fabrics is an iconic building, which represents the industrial heritage of the area, and it should remain the most prominent building within the Harbour Area with other buildings decreasing in prominence.
- b) Buildings will be well-spaced to allow for significant public outdoor space, including plazas, mews, walkways, and in order to maintain views through to the harbour.
- c) New buildings greater than 3-storeys should have a defined 2 to 3 storey base section with upper levels of the building visually subordinate on all sides to maximize sky views and views to the Lake and reduce the perceived mass of the buildings at ground level.
- d) The design and massing of new buildings should reflect the nautical and industrial heritage of the Harbour Area.
- e) New buildings should have clearly defined entrances and a minimum ground floor height of 3.5 m to facilitate active uses such as retail or workshops. Animated building edges with increased levels of ground floor glazing along open space areas are encouraged. Semi-private transition areas (i.e. patios, display areas) are encouraged where at-grade uses front onto internal open space.
- f) A 4.8 m wide boulevard should be provided along Lakeshore Road where possible to improve the amenity space for pedestrians by enhancing the opportunity for street furniture and landscaping.

- g) Open space areas should support a variety of amenity and/or recreational activities and incorporate some hard surfaces to reflect the previous working environment while facilitating easy access and pedestrian movements within the area.
- h) Landscape design will be considered comprehensively within the western Harbour Area to ensure that it is developed as one seamless environment with appropriate connections between sites and consistency in design and materials.
- i) High quality landscaping is encouraged within open spaces areas, including trees, planting beds, and Low Impact Development technologies (i.e. bioswales, rain gardens, etc.)
- j) Where trees are provided within open space areas, each tree should have access to sufficient good quality soil to allow for full growth of the tree to maturity.
- k) Vehicular access to the Harbour Area should be minimized and consolidated where possible.
- l) Surface parking should be limited and where possible, underground and/or undercroft parking should be explored in conjunction with alternative parking solutions.
- m) Improvements will be made to the harbour walk to enhance the pedestrian experience and pedestrian connections leading to the harbour walk will be improved to facilitate its use.

### 3. East Side of the Harbour

The east side of the harbour should draw people to the waterfront and continue to support a connected public realm, ample waterfront access, and vistas and views to the water. The area currently contains the Harbour Walkway/Waterfront Trail which extends along the water's edge providing continuous pedestrian connectivity and as well as open space areas. The majority of the uses are related to marina facilities including parking and boat storage and buildings offering ancillary restaurant and other marina services. It is important to retain these uses in order to preserve the marina function of harbour area but the area is dominated by large expanses of surface parking. Improvements should be made to enliven the area by encouraging the development of additional uses that support the function of the area and enhancing user experiences by providing better landscaping and additional pedestrian amenities.

The following urban design provisions apply:

- a) Opportunities to mitigate the impacts of large surface parking areas will be explored, including the introduction of Low Impact Development technologies and practices, and enhanced landscaping through increased tree plantings and vegetation.
- b) Where new buildings are proposed, they should frame Lighthouse Road, while providing strong physical and visual connections to the harbour and ensuring that views and vistas to the water are maintained.
- c) New buildings should reflect the nautical and historical character of the harbour area, provide high quality architecture and reinforce a pedestrian-scale through low rise heights and built form setbacks. Heights should be restricted to 2 storeys and setbacks from the water's edge should ensure that there is significant public outdoor amenity space.
- d) New buildings and structures on both public and private property should have significant, high quality landscaping within open spaces areas, including trees, planting beds, Low Impact Development technologies (i.e. bioswales, rain gardens, etc.). Landscaping, should enhance the pedestrian experience through benches, appropriate lighting, street furniture and appropriate wayfinding and/ or heritage signage.
- e) Trees will have access to an adequate amount of good quality soil to allow for full growth of the trees to maturity.
- f) Opportunities should be explored to promote more year round activity in the area and to improve pedestrian connections to the west side of the harbour.

## **11. Implementation and Interpretation**

The policies contained in this Plan shall apply to the lands shown on Schedule A as the Port Dalhousie Secondary Plan Area and shall be read in conjunction with the Official Plan. Except as otherwise provided herein, in case of a conflict between the policies of this Secondary Plan and the City's Official Plan, the Secondary Plan shall prevail.

The implementation and interpretation of this Secondary Plan shall be in accordance with Part F of the Official Plan. Development within the Secondary Plan Area shall

be facilitated by the City through the use of the tools identified in Part F of the Plan. These implementation tools include:

- a. Zoning By-laws;
- b. Holding By-laws;
- c. Conditional Zoning By-laws
- d. Temporary Use By-laws
- e. Site Plan Control;
- f. Preferred or Beneficial By-laws (Section 37 of the Planning Act);
- g. Development Permits
- h. Legal Non-conforming Uses;
- i. Subdivision Control
- j. Lot Creation (Consents).
- k. Community Improvement Plans;

The City will amend the Zoning By-law to bring it into conformity with the provisions of this Plan.

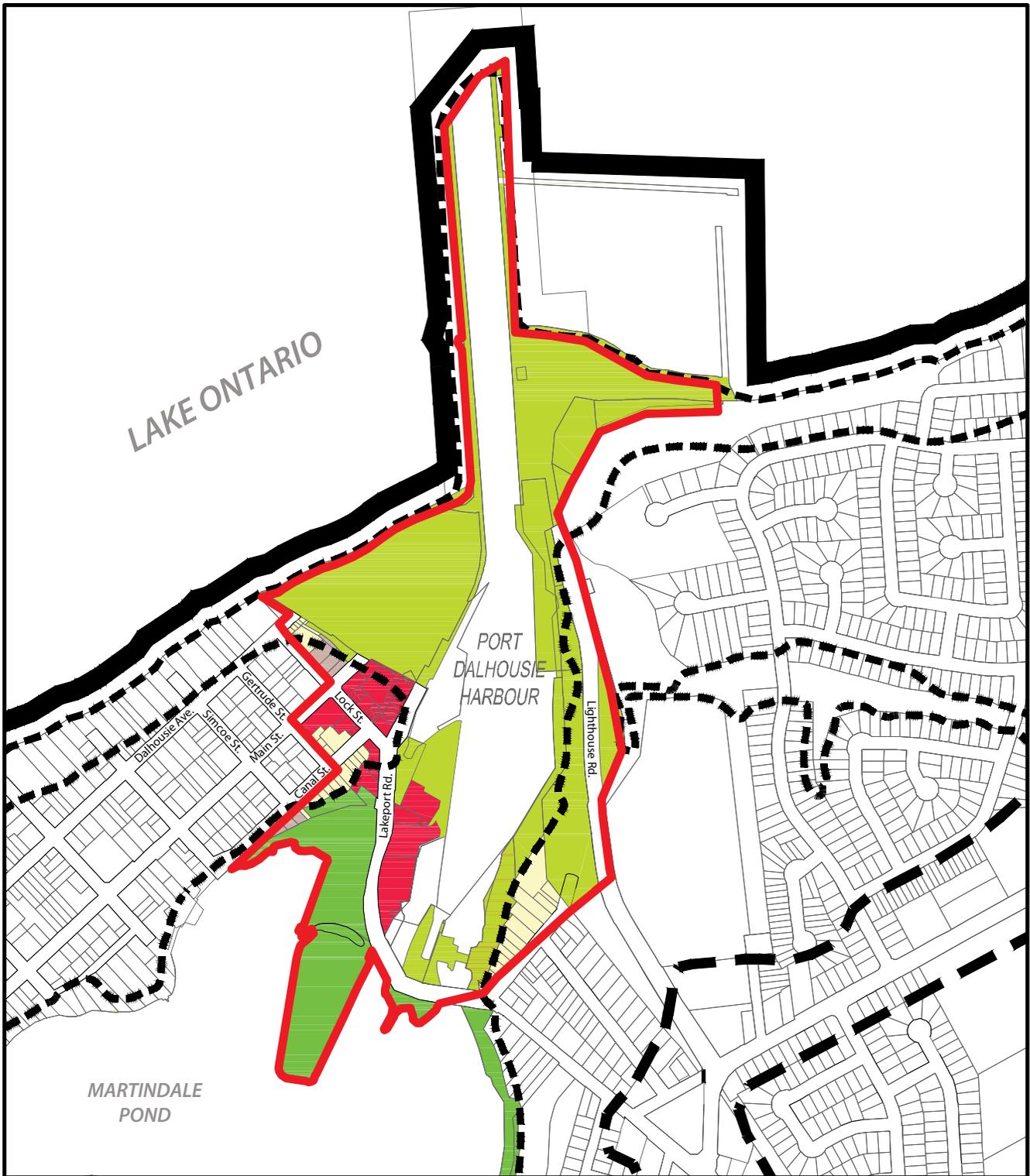
The City's Community Improvement Plan offers municipal financial incentive programs to the private sector to stimulate new investment in community renewal. The City may consider façade improvements projects and redevelopment projects applications within the Heritage Conservation District which support the objectives of the Heritage Conservation District Plan and this Plan.

In addition to the provisions of this Plan, some areas within the Secondary Plan are within areas regulated by the Niagara Peninsula Conservation Authority (NPCA) and a NPCA Work Permit may be required prior to any development or site alteration.

# Port Dalhousie Secondary Plan

## and Heritage Conservation District Studies

Schedule E4



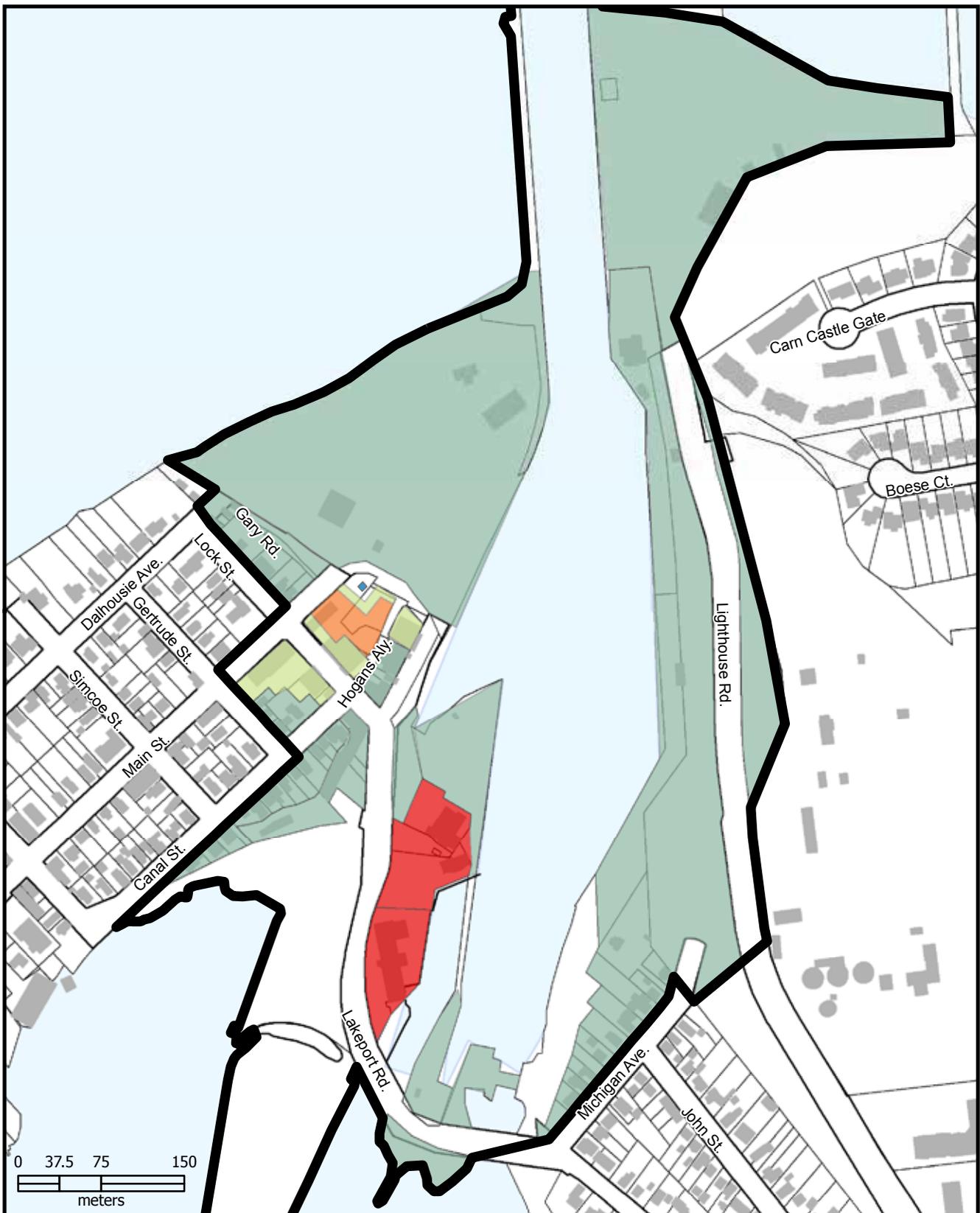
### Land Use Designations

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

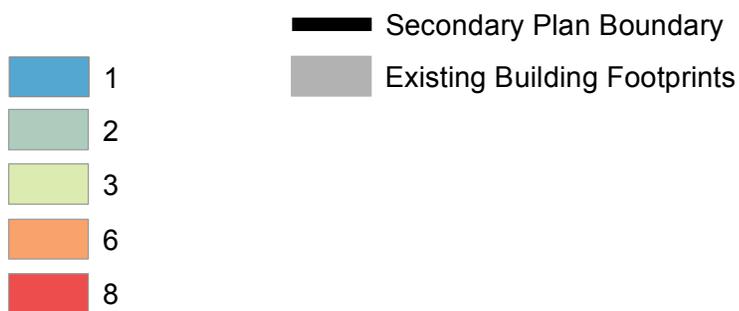
# Port Dalhousie Secondary Plan

## and Heritage Conservation District Studies

Schedule E5



### Building Height in Storeys



Notwithstanding the heights shown for the site known as Port Place, the heights granted by the Ontario Municipal Board under Case No. PL060850 continue to be permitted for the specific development that was approved.

August 2017

### Key Map

