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*Port Dalhousie Heritage District
One of the Best Preserved 19th Century Canal Villages in the World*

PORT DALHOUSIE HERITAGE DISTRICT™ - SPECIAL LIMITED EDITION PRINTS

Find Out How You Can Get Your Own Permanent Memory of Port Dalhousie and Help Preserve Port's Unique Heritage. Page 2

EDITORS NOTE: *The corner depicted in the above painting is steeped in the history of Port Dalhousie. Historian Nancy Cameron provided the following information to allow the reader to delve into the rich fabric of this authentic 19th century canal village.*

A Most Historic Place: Where Lock Street and Lakeport Road Meet

Here in the lovely canal village of Port Dalhousie, the past thankfully is never very far away. Every day we live amongst many of the prettiest and most historically rich locations to be found anywhere in the whole Niagara region. Take a walk down to the historic canals and harbour area of Port, in particular – every turn presents a view that is an historic panorama.

Anyone who lives here or visits here knows well the intersection of Lock Street and Lakeport Road, and everyone passes through it as the entry to this end of Port. Being so well-travelled and its canal village streetscapes so well-recognized, it's arguably the corner that says "Port Dalhousie" more than any other.

During the years of the Second and Third Welland Canals (1848-1932), Port Dalhousie served as the canal's northern entry (as it had for the original canal), and throughout this period what is now the Lock/Lakeport crossroads played a prominent role in the village's commercial life. Over the years, with all the changes in Port, this area maintained its commercial prominence as it retained its look of days gone by. Today its 19th century streetscapes set against a background of harbour views present a lovely and welcoming entry to our village, where past and present are brought together.

Some historical background

The place where Lock Street and Lakeport Road meet has been the key commercial corner in Port Dalhousie since the days of the Second Welland Canal, beginning with the canal's construction in the 1840s. Previously in the period of the First Welland Canal (1829-1848), the village's businesses located close to what is now the corner of Dalhousie Avenue and Lock Street, on the upland above the old timber lock on the beach.

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This page sponsored by Dr. David Bergen

YOU CAN ENJOY THIS BEAUTIFUL MEMENTO OF HISTORIC PORT DALHOUSIE IN YOUR OWN HOME FOR ONLY \$150. YOUR Limited Edition Print will be Individually Numbered and Signed by the Artist.



PORT DALHOUSIE HERITAGE DISTRICT
One of the Best Preserved 19th Century Canal Villages in the World
An original soft pastel by Port Dalhousie artist Barbara McMullen

The village of Port Dalhousie (now part of St. Catharines) dates from 1826, and, between 1829 until 1930 was the northern terminus of the first three Welland Canals, linking Lake Ontario with Lake Erie and allowing ships to by-pass Niagara Falls.

Today the village's commercial core, located alongside the old canal locks and harbour, still retains much of its original canal village streetscape; this streetscape includes many original mid-to-late 19th century and early 20th century buildings constructed to provide services

like ship's chandler, hotels, taverns, customs house, etc. to the ships and people travelling through the early canals. At the World Canals Conference held in St. Catharines in June 2004, delegates affirmed that Port Dalhousie is one of the few remaining 19th century canal villages in the world that is relatively intact.

With strong support from residents and the City of St. Catharines, Port Dalhousie was officially designated as a Heritage Conservation District under the Ontario Heritage Act in December, 2003.

Ms. McMullen's work celebrates the Heritage Designation of Port Dalhousie and provides a vivid and accurate representation of the historic Lakeport and Lock corner in the commercial core of the canal village as it exists today. Fully conscious of the costs associated with preserving and enhancing the heritage buildings and streetscapes, she has generously donated a quantity of limited edition, high-quality prints to the St. Catharines Branch of the Architectural Conservancy of Ontario (ACO), with the net proceeds after printing and handling costs to be dedicated to the preservation effort.

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The Architectural Conservancy of Ontario (ACO) - St. Catharines Branch
Helping Preserve Port Dalhousie's Heritage District

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LIMITED EDITION PRINT: (continued from page 2)

ABOUT THE ARTIST – Barbara McMullen

Barbara works in oils, soft pastels and water colours. She was born in Toronto and later moved to Burlington attending M.M.Robinson High School. Majored in Science but had a natural love of art and spent all her spare time in the art classes. Completed a Bachelor of Science in Genetics in 1984 at McMaster University and followed with a Masters of Science in Evolutionary Biology at the University of Western Ontario in 1988. Travelled extensively and fell in love with exotic, out of the ordinary places. She is currently a 16-year resident of Port Dalhousie living in an 1880 Stable House on Lake Ontario. She rekindled her interest in art 6 years ago and has studied with artists at Rodman Hall in St. Catharines, The Pumphouse in N.O.T.L., the Algonquin Academy of Wilderness and Wildlife Art and the Haliburton School of the Arts. She has hosted the annual art show “Art in an Old Port Garden” from her home each August. Besides her love of art she is an avid sailor and the mother of two girls. Her art reflects the lifestyle and historic significance of Port Dalhousie and can be found in private collections in Canada, the United States and Bermuda. Her studio is located in Port Dalhousie and her portfolio can be seen at www.stablehousestudio.ca



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A Most Historic Place: Where Lock Street and Lakeport Road Meet
(continued from page 1)

Construction of the new and enlarged limestone Lock One of the Second Welland Canal began in 1842 and was completed in 1848; its beautiful hand-cut stonework survives today and can be seen in front of Murphy’s Restaurant. With the completion of this new stone lock, the village’s businesses first located along Front Street (now the end of Lakeport Road) in front of the lock, and then progressively up Lock Street as well. The busy and booming period of the Second Welland Canal (1848-1885) brought prosperity and growth to Port Dalhousie; canal traffic increased annually and canal boats grew ever-larger. The village’s growth reflected the activity and prosperity of these years, most notably in the establishment of numerous businesses serving the boats and travelers making their way up and down the canal: ships’ chandlers, towing companies, taverns, hotels, grocers, tailors, shoemakers, blacksmiths, etc.

Growth and prosperity in the village’s commercial core continued through the period of the Third Welland Canal (1885-1932), with the new and larger Lock One located a bit further inland, closer to Michigan Avenue where it can be seen today. A series of disastrous fires from the 1840s on, destroyed the original wooden buildings along Front Street. From the 1860s through the 1880s, these were replaced with the substantial brick buildings that remain with us today.

Most of the buildings along the former Front Street and several on Lock are built in the Italianate style, typical of Ontario commercial buildings in the second half of the 19th century. The Italianate style was intended to convey an impression of prosperity, stability, and

permanence - a statement that the community was successful, solid, and achieving. Features characteristic of this style include brick exteriors; flat roofs; even, repetitive window spacing on the second and third storeys; curved window tops; decorative brick edging at rooflines, corners, and window tops; cornices; brackets; transoms; and large display windows on the first floors.

All of the buildings along the old Front Street and those close to the foot of Lock Street have intriguing histories interwoven with the stories of the ships, sailors, and hopeful travelers who passed through this canal village and lake port; interwoven too with the lives of the colourful characters who called this village their home. The location of Murphy’s Restaurant holds probably the most historic prominence. From the 1840s through the 1860s, here stood John Johnson’s tavern, a rough and tumble establishment and a popular drinking spot well-known to Great Lakes sailors. After the great fire of 1869 destroyed the tavern, the grand and elegant Wood House Hotel was built here, bringing a new element of refinement to the village. Frequented by lake captains and better-off travelers, it was operated by the charismatic and somewhat mysterious Richard Long, heir to a large Irish estate. Another catastrophic fire in 1884, however, brought the end of the Wood House, and in 1885 the present handsome corner building was built for Murphy’s Ship Chandlery. Later Murphy and Scott’s, and then Latcham’s, the building continued as a ship’s chandlery until 1970.

Behind Murphy’s, Hogan’s Alley provided a service laneway for the hotels, taverns, stores and other businesses along Front Street, and also gave access to the large stables located behind (where the large patio is now).

THE PORT REPORTER

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Deadline for posting of community events and advertising for the next issue is May. 25.

Next to Hogan’s Alley is the 1896 building (now housing the craft shop) that was built for Stanton’s grocery and post office.

Next to Stanton’s and also built in 1896 was the Austin House Hotel (called the Lakeside since 1977). The Austin House was operated by Patrick and John Harrigan, father and son, who were also well-known tugboat operators. When it was built in 1896, the Austin House boasted the most modern amenities of the time, outclassing all other establishments in the village,

Across the street from the Austin was the large and imposing Wellington House Hotel, a landmark building and establishment since 1877 (known as the Lion’s Hotel since 1957).
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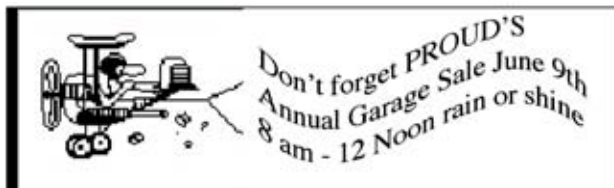


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PROUD Warmly Welcomed at Heritage Conference

PROUD Port Dalhousie was invited to address a joint ACO-CHO-CAPHC Conference held in Guelph on May 4, 5, and 6, 2007. Two members from PROUD, Carlos Garcia and Deborah Kehler attended on Saturday, May 5th. As part of a panel of speakers, Carlos gave an extremely well-received power point presentation to an audience of approximately 130 heritage consultants, planners, architects, and committed conservation enthusiasts.

Among the other presenters was the Mayor of Markham, Frank Scarpitti, and Tony Butler a long-time advocate for conservation of the Lister Block in Hamilton. These two presentations demonstrated the range of commitment and effect within two very different political landscapes. While Tony Butler described the frustration of working in a "culture of desecration," in the efforts of his group to preserve and restore a commercial block of late 19th century architecture, Mayor Scarpitti described a very different political

consciousness. For over twenty years, Markham, which includes most of the old village of Thornhill, has demonstrated what he called a "culture of conservation." He described a context in which political leaders, planners and the community worked together to ensure that structures streetscapes are maintained and conserved. We expect to have a copy of Mayor Scarpitti's presentation available in the next few weeks.

Other presenters included municipal politicians and conservation advocates from Kitchener-Waterloo, Cambridge, Guelph, and Windsor. The presentations were both invigorating and sobering in championing the importance of successfully promoting heritage conservation. The organizations represented by the presenters and audience participants addressed uniquely creative approaches to dealing with the "epidemic of desecration," of our cultural and built heritage. What was very evident throughout the day was the widespread familiarity with and concern about our ongoing Port Dalhousie struggle.

Deborah Kehler

CITY NOMINATES PORT DALHOUSIE FOR LISTING IN NATIONAL REGISTER OF HISTORIC PLACES

At its April 30, 2007 meeting, St. Catharines City Council approved a recommendation from Staff to nominate Port Dalhousie to Canada's National Register of Historic Places. This nomination, which was supported by the St. Catharines and Port Dalhousie Heritage Committees, will give the historic canal village additional recognition at the National level. Previously, the village was recognized by delegates to the 2004 World Canals Conference held in St. Catharines as one of the best preserved 19th Century Canal Villages in the world.

This project was initiated by Port Dalhousie volunteer Sheridan Alder who researched the Register and identified the requirements. Ms. Alder, now a member of the Port Dalhousie Heritage District Advisory Committee (PDHDAC), developed the Statement of Significance required by the Register with input from other volunteers and in consultation with Provincial Ministry of Culture officials. She submitted this to the PDHDAC which gave its unanimous endorsement.

The Canadian Register is a searchable database containing information about recognized historic places of local, provincial, territorial and national significance. A "historic place" is a structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value by an appropriate authority within a jurisdiction.

Canada's historic places capture the spirit of the nation, providing the connecting fabric that links us together as Canadians. Historic places offer social, economic and environmental benefits that add to the quality of life in our communities. However, our historic places are at risk --- over 20% of the nation's historic buildings have been destroyed in one generation. If we do not act now, more of our national treasures will be lost.

Federal, Provincial and Territorial governments recognize the contribution historic places make to our communities. Since 2001, the governments have worked together through the Historic Places Initiative to jointly develop core programs. The Canadian Register of Historic Places provides a single source of information about all historic places recognized for their heritage value at the local, provincial, territorial and national levels throughout Canada. The Standards and Guidelines for the Conservation of Historic Places in Canada provide a common benchmark to guide restoration and rehabilitation of historic places, ensuring that heritage values are preserved and that these historic places continue to be useful resources in the life of a community. Visit the Historic Places Initiative website at <http://www.historicplaces.ca> to search the Canadian Register or to get a copy of the Standards & Guidelines.

Currently, the Register holds approximately 3,000 listings, with a goal of including the roughly 17,000 historic sites across the country. When the listing takes effect, Port Dalhousie will be included among nationally-recognized places such as the Citadel at Quebec City, and the Lunenburg Old Town Heritage Conservation District. Following the listing of Port Dalhousie, the City intends to pursue listing of its other heritage districts and, potentially, canal remnants.

A Canadian Register listing does not put any additional legal constraints on property owners. Listing recognizes and celebrates the importance of a historic place to its community, province or territory, or to the nation and can help attract visitors and tourism.

Carlos Garcia (with information from the Historic Places website)

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This year marks our 30th anniversary and we strive to continue to supply the local market with fine quality handcrafts. Our plan is to utilize our marketing strategy by distributing flyers across southern Ontario at various galleries, museums, tourist attractions, bed and breakfast establishments and other avenues that meet our demographics. We have updated the look of our website www.craftguildshop.com; and continually market on the web. During the peak season we will be holding side demonstrations and host an open house to celebrate our Anniversary.

We ask you to please support our local artisans through the aide of advertising. We are asking for a sponsorship fee of \$250, which will include your name on all our publications, a link within our website, acknowledgement with future media releases and your name on a plaque with in our guild. You will also receive an invitation to our open. Unfortunately we cannot issue a tax receipt for your contribution; however you will receive a receipt that can be put towards your advertising budget.

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Miscellaneous-\$50
Total budget- \$2500

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Climate Change In Niagara ... Part Four

This year's first smog day was 3 weeks earlier than last year, which set a record for the most smog days in a single year. Asthma levels are at an all time high and our many levels of government are earnestly greening and greenwashing themselves. Children, the elderly and increasing numbers of people with respiratory problems are encouraged to just stay indoors. With no relief in sight for yet another summer, in spite of promises of coal plant closures, we'll need to look to our individual contributions to pollution.

We would have to plant 11 million acres of trees a day to keep up with current carbon emission levels. This presumes that no further trees are cut (globally) and that the trees are not affected by the current speed of global warming which is forcing some species to migrate at a rate 10 times faster than they did at the end of the last ice age. Countries most affected are Canada and Russia where migration rates in excess of 1 kilometre per year will be required in over 30% of terrestrial habitats. Very few plant species can move at a rate faster than 1 km per year.

According to the major international report, Global Warming and the Terrestrial Biodiversity Decline, 7 Canadian provinces, including Ontario, will have more than half of their natural habitat at risk. Climatic conditions could cause habitat losses exceeding 45 % of Canada's land mass. Current research now indicates that carbon dioxide emissions are likely to double worldwide and temperature increases of up to 12C are predicted for northern Canada within a mere 100 years. Deep reductions are needed immediately.

Urban sprawl and highways reduce the ability of plant migration. Canada is short-listed among the countries that are expected to lose 45% or more of their current habitats. High migration rates will favour weeds and pests that can reproduce and adapt quickly, not necessarily crops that provide food or shelter or shade. These stats are repeated here to underline the importance of lowering our fuel consumption and emission levels. Clearly, we cannot afford to wait to reduce greenhouse gases.

Transportation Issues

Following the format of linking David Suzuki's 'The Nature Challenge' (10 easy tweaks) to life here in Niagara, has led to obvious overlaps in issues related to our climate and our health. 3 of the 10 steps to the Nature Challenge are related to transportation for the simple reason that Canada's 14 million cars are the largest source of greenhouse gases and other air pollutants. Transportation accounts for more than 27% of Canada's total greenhouse gas emissions and unless we shift our attitudes to transportation, that figure will continue to rise.

Today's article explores the links between our policies of municipal, regional and provincial land use as well as inter-city and regional transportation linkages with two exceptions. They are:

. The recent popularity of sports utility vehicles, trucks and mini-vans, which for the past few years have accounted for 50% of new vehicle sales, has had a highly negative impact on fuel efficiency and our lungs.

. Idling vehicle emissions waste fuel and money, contribute to ground level smog and atmospheric carbon levels and affect our health. These emissions cause brain cell damage and increased asthma levels in children and yet some parents still leave vehicles running at schools. Children, seniors and people

with respiratory problems need for you to turn it off. Contrary to common belief, many diesel engines can be shut off and will restart. Cars no longer require an idling engine to warm up. If waiting more than 10 seconds, whether at a transit station, a railway crossing, a canal crossing or a school, turn it off. It's time to climb out of the car at Timmy's and enter the shop for our coffee, where physically possible.

The Suzuki Foundation proposes the following measures to reduce transportation emissions:

. Improve mandatory fuel economy standards for vehicles to reduce both greenhouse gas emissions and air pollutions.

These standards have not improved since the 1980's! Our current emission standards are ridiculed internationally. We've had a serious decline in the market share of our auto industry and are unable to sell to several countries, so better standards can't come too soon. Future articles will explore his point further.

. Align real and environmental health costs with fuel use by gradually increasing taxes on gasoline and diesel. European fuel costs are 2 to 3 times higher than ours and consumption is 1/3 less. Over the long term such taxes can be rebated (take back out) on the purchase of fuel-efficient vehicles. Tax income should support transportation alternatives with convenient, efficient public transit, better rail and bicycle infrastructure while allowing reductions to sales, payroll or income taxes.

The bicycle lane for Hartzel Road has been on the books for several years. This is a great place to put that gas funding to use, especially if it removed one lane of traffic and got several shade trees planted. The current streetscape was obviously designed for cars not community.

. Strengthen support for public transit, car pool programs, cycling infrastructure and other sustainable transport options.

It may seem a small thing but cyclists are stepping forward with the request that businesses provide bike racks. Malls can provide one central area that is covered by their security cameras and clustered businesses can set up several locations for bike racks to become cyclist friendly.

Our elected city officials have a firm grasp of many of the environmental implications of their choices and have supported clean air and transportation efficiency initiatives, e.g. anti-idling zones and the eagerly awaited hybrid diesel buses. Perhaps in the not too distant future smaller, more frequent buses will be brought to the table again.

Convenient transit includes the encouragement of bikes on the roads and at malls. Convenient transit is also planning high frequency traffic to locations that are central, like a proposed hospital, government services or shopping, regardless of moneyed pockets encouraging us to throw principals away. Large tracts of land for a single land use encourages urban sprawl and in turn, global warming. Some residents of West End St. Catharines are asking for a library branch. Many areas of the city would love a Harvest Barn; it might even encourage big box stores to find another use for their heat absorbing parking lots.

While we're addressing the cycling infrastructure, let's not leave out public access to the shoreline. Residents of Lake Street north, years ago simply claimed the water access as their own. They went so far as to put curbs across the road and planted a garden while insisting to neighbours that residents

were trespassing. In spite of complaints to the 80's councils, public access was never addressed. The areas of shoreline that are accessible are highly valued walkways, where residents can watch the sun go down.

. Require a mandatory renewable energy content of 5%, locally sourced, such as ethanol to replace some of the content of gasoline that Canadians use.

Ethanol content on its own does little to clean up our environmental footprint. We don't want to encourage underdeveloped countries to destroy their forests to supply us with corn for our vehicles.

There is an enormous increase in fuel consumption at higher speeds. Encourage driver-training facilities to implement strategies of driving that reduce fuel use, e.g. quick starts and idling. A point of interest are the studies which indicate that heavily treed areas within urban boundaries don't have higher rates of collisions which we'd presumed but tend to reduce traffic speeds instead and are considered a traffic calming measure. This sounds like a good case for shrubs along boulevards.

. Encourage the use of freight by rail rather than by road as rail is much more fuel-efficient.

This is one to keep in mind when levels of government are telling us that we need the proposed GTA corridor (or whatever they're calling it this year), another Ontario agenda being thrust at residents who understand that it would create more harm than good. Imagine the reduction of emissions in Niagara if we infused the rail coffers with the funds of the proposed GTA corridor! While they're at it, they could reinstall convenient passenger rail to neighbouring communities and time bus links to facilitate ease of use. In Europe, towns are linked with rail, small buses are ready and waiting, large tourism maps light up hotels with vacancies, restaurants that are open, bus lines and public washrooms. How tourist friendly is that! We can't even get to a neighbouring town on the bus. Imagine (take out of) the media money spent trying to get us to buy into the GTA corridor put to better use.

. Encourage Canadians to consider a hybrid vehicle. The Toyota Prius has twice the mileage of passenger cars in its class.

This one is a no brainer with the exception of those who wish to support the industries that provide their employment. Unfortunately, without the auto industry climbing on the efficiency bandwagon, the lost market share will equate to our loss of the auto industry down the road, so to speak. Any ideas for a speedier transition to efficient cars would be most welcome.

Less than 10% of urban land in pedestrian-friendly European cities is devoted to roads and parking lots. The number is closer to 50% in North American cities. For municipalities that are feeling a shortage of land, it must be time to reconsider our use of the vehicle.

Just while I'm imagining a more livable city, ... where the roads are narrower, acres of parking are a thing of the past, large trees take the heat off the streets, I can shop for local products in my neighbourhood, children's asthma levels are coming down, curbs have been replaced with shallow swales providing cleaner water, ... ah, the air smells sweeter already.

Jane Hanlon

St. Catharines CAN (Climate Action Now)
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LAKEPORT HIGH SCHOOL REUNION

A Lakeport high school reunion is being held on Saturday, June 23rd in Port Dalhousie. This will be the first Laker reunion held since the 25th anniversary in 1986- 21 years ago! The organizers are trying to hit the grads from 1970-1980 but anyone graduating from the 1960's and early 80's are most welcome to join in, as are all the teachers. It will start at 3 pm, and continue through the entire evening. This celebration will be held in Port Dalhousie at the following places inside and out: Murphy's, ScoreCard Harry's, The Kilt and Clover, The Lion's, The Rum Jungle, and The Pier Cafe. Terri Snell, Marilyn Mason and Brian Pfizenmaier are organizing a sign-in table in Hogan's Alley for names, phone numbers and/or emails, and to give you your name tag. This will help everyone recognize each other as Lakers, and any personal information will be useful for possible future annual Lakeport reunions. This will be part of the preparation for the big 50th anniversary reunion for 2012!

Ms. Mason states, " We are very proud to be holding this Lakeport Reunion in our beautiful village of Port Dalhousie. We hope everyone will enjoy seeing long lost friends, exchanging old memories, telling new stories, and having a wonderful evening. Lakers- please come on down to our seaport and have a great time. And don't forget to sign in and pick up your name tag!" More info? Ms. Snell snell_3@sympatico.ca



A Most Historic Place: Where Lock Street and Lakeport Road Meet (continued from page 4)

Next to it, heading back down Lock Street, stands the Sterling Bank of Canada building (1907), the first and only bank located in Port. In 1924 it became part of the Standard Bank of Canada, and then the Canadian Imperial Bank of Commerce from 1930 to 1993.

Across from Murphy's at the foot of Lock Street is the 1920's building which formerly housed Mom's Snackbar and today is the long-established and well-known Marie's Restaurant. Further west of this spot are two areas rich with Port history and figuring in the lovely expansive view seen when approaching the Lock/Lakeport crossroads: the site of the Muir Brothers Shipyard and the Royal Henley Regatta course and grandstand.

Port Dalhousie's many historic buildings and heritage elements have great value each on their own. Together though, taken as an historical whole, they have even greater significance and meaning in the heritage landscapes that they present. So it is with the 19th century canal village streetscapes found in the historic panorama at the Lock and Lakeport crossroads - the entry to our village and a door into our past.



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Green Committee Report

Here are some timely 'green' initiatives from the Niagara Region's Smart Gardening.

With the arrival of spring, many of you may be dreaming of green grass and lush gardens. As residents prepare for the upcoming gardening season, try the organic approach to achieve dream lawns and gardens. Organic gardens can be just as attractive and productive as those cared for with pesticides; and going 'natural' is simpler than you may think. The first step in reducing the need for pesticides and embracing organic gardening is to create a healthy lawn. Insects and weeds normally re-appear year after year because they thrive in unhealthy, bare lawns.

Develop deep roots. Deep grass roots discourage weeds, disease and thatch build up. Letting your grass grow to eight to 10 cm.' will allow it to develop a better root system, thus discouraging weeds. Adjust your lawn mower as high as it can go. As a rule of thumb, only cut 1/3 of the height of the grass blade as you mow.

Water your lawn one inch per week to further promote deep root growth. Watering

in the morning will also save water.

Feed your soil. Leaving your grass clippings on the lawn is known as grasscycling. Grasscycling can decrease weeds by up to 60 per cent and provide 30 per cent of your fertilizer needs. It also keeps soil cool and moist.

Aerate your lawn this spring. nutrients reach the roots. Aeration helps oxygen, water and remember, use organic, slow release fertilizers which provide a natural slow-release of nitrogen.

Add more grass seed and topsoil. Overseed all areas where grass is thinning in the spring, followed by a light application of compost and lightly rake - this will thicken your lawn and crowd out weeds. Keep the seeding moist but not overly wet until it is established.

Did you know? Smart Gardening is a program that is aimed at encouraging lawn and garden care practices that reduce pollution and damage to the environment.

Lorraine Cordner



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WALKER'S CREEK NEWS

Is Lakebreeze the next Port Tower?

What do the Port Tower & the Lakebreeze School site have in common? At the time of writing, hopefully nothing.

But in reality, both parcels of land have the potential to become high density sites with a wide-ranging ripple effect on the surrounding residents and community. Once zoning or land use policies are changed, the use of any parcel of land can be affected. This can happen with Lakebreeze or any land in your area, including the lot next door to you as part of "infilling".

The City of St. Catharines is conducting a review of their Official Plan, as mandated by Ontario law. The Official Plan is the blueprint for development for your immediate neighbourhood and the entire city. It's relevant to each of us if you value how you live, work, play, or shop in our community. It affects where businesses are allowed to exist, where any new residential developments or parks may be encouraged and where the environment is to be protected. As part of the legislated review, the City's Planning Department is holding neighbourhood meetings to advise all residents of possible changes and get your input into how this city changes to meet the future.

Grantham Ward City Councillor Bill Phillips explains: "The public neighborhood meetings will provide the residents of our city (the opportunity) to share in the consultation, debate, deliberation and articulation of these initiatives. In other words it will allow the people of St. Catharines to have a voice towards the direction our city is travelling. Once the public process has been completed throughout the city, a comprehensive report will be presented to Council which will recommend a future course of action to complete the Official Plan Review. I encourage all of our residents to become involved in helping to shape the future of our city."

We quote the City's Official Plan Review

Issue Papers on how this impacts neighbourhoods: "It is forecast that the City will need 5700 new dwelling units to accommodate projected population growth to 2026. There are 250 acres of vacant residential land remaining in the City. Based on current 'as of right' residential development permissions, a total of between 2000 and 3200 new dwelling units may be generated from these lands. The vacant land supply is not adequate to accommodate all projected population growth over the next 20 years. ...This means a move away from traditional housing developments, and support for a more compact built form, smaller lot infill development, intensification, reuse and rehabilitation of the built environment, mixed use developments, higher density building formats and increased usability of above ground space and building height."

The Walker's Creek Neighbourhood Association (WCNA) is a north St. Catharines volunteer residents group. They decided to host a public meeting on the Official Plan Review for the whole of their ward (being all lands north of Scott Street up to Lake Ontario and east of Geneva Street up to Read Road). The WCNA welcomes everyone to attend this very important, free public meeting:

When: Thursday May 31, 2007
7:00 to 8:30 p.m.

Where: Grantham Lions Club, 732 Niagara Street (at Parnell) The WCNA's mission statement: "To promote safety and enjoyment, and to enhance and maintain the quality of life in and around our parks and neighbourhood." More at www.walkerscreek.ca

Written by Linda Crouch WCNA Treasurer

Should everyone be allowed access to walk the Great Lakes beaches?

With summer days fast approaching, the idea of walking down the beach seems idyllic. But this year, there are new considerations for politicians, property owners and the public about the right to walk down the beach in Ontario.

On April 10, 2007, Kim Craitor introduced a private member bill at Queen's Park known as "The Right of Passage Act".

This proposed law seeks to allow full, unfettered walking rights on the shores of the Great Lakes. This has become an issue in Ontario as private owners are increasingly erecting fences to stop people from walking on the beach.

Garry Skerrett from the Ontario Shorewalk Association will be in St. Catharines on June 12 to talk about his group's efforts to get this legislation passed. The Shorewalk website (www.shorewalk.ca) states: "This will mean no more of those chain link fences that often reach right out into the water....It will be a victory for common sense and the public good. Existing public waterfront rights will remain as will private property rights. Access to the lake over private property above the high water mark will not be permitted. There will be no expropriation. Neither will walkers be permitted to stop and "put down a blanket"."

According to a recent Fort Erie Times article "The proposed bill is based on a 2005 Michigan Supreme Court case. In that case a panel of nine judges unanimously said that the public had the right to walk all the shores of the Great Lakes in Michigan-5,000 kilometres of shoreline. The fences came down, and Skerrett said the worst fears of the waterfront property owners were never realized.

"Property values have stayed high, they continued to rise-even in a poor Michigan economy-the waterfront property has continued to increase in value as it always does. In actual fact, what happens [according to several U.S. studies] the more access you get to the lake, the more property values will increase in the back lots. In other words, everyone tends to find that their property value goes up."

Recently the Toronto Sun Christina Blizzard reported: "In Massachusetts, the great legacy of the Kennedy family is Cape Cod's National Seashore, where strict housing controls limit private development to protect the fragile dunes. And everyone is free to enjoy their beauty -- not just the privileged few who can afford a seaside cottage."

With our fair city of St. Catharines fronting on Lake Ontario, with our taxpayers' money going to the creation of the Waterfront Trail, this is an interesting consideration for all of us. The Walker's Creek Neighbourhood Association (WCNA) is hosting a meeting with guest speaker Garry Skerrett. This thought-provoking part of the night is open to the public, followed by the WCNA's regular meeting.

Date: Tuesday June 12, 2007 - 7:00 p.m.
At: Grantham Lions Club, 732 Niagara Street at Parnell
Guest Speaker: Garry Skerrett of Ontario Shorewalk Association
Hosted by: the Walker's Creek Neighbourhood Association www.walkerscreek.ca

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We can be reached by Email at dalhousiecity@yahoo.com, by sending a message through the www.saveport.ca website or by snail mail by dropping off your material in the mail basket at 34 Bayview Drive. All input is welcomed and helps keep your paper sensitive to the needs of the community. Our sincere thanks to all those people who have contributed to the success of our paper. It is truly a community effort.

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The Port Page

May 2007

Announcing the Save Port Campaign

Citizens of St. Catharines and Niagara: We Need YOUR Help



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Background on the Port Dalhousie Condo Tower proposal

A major development has been proposed for downtown Port Dalhousie. Narrowly approved by the previous city council, it includes a 20 storey height condo tower, a 415 seat theatre, a 70 room hotel and approximately 39,000 sq. feet of commercial space. Despite the already severe parking problem, no new on-site parking is proposed for the theatre or commercial space.

This development will change the character and 'village feel' of Port forever. Twenty-six appeals to the previous Council's unpopular decision have been filed with the Ontario Municipal Board (OMB). The new Council withdrew its support for the proposal to try and get the developer to negotiate. There was also an attempted and unsuccessful OMB mediation. Despite all of this, the developer plows ahead and will force a lengthy and very costly OMB appeal.

The OMB Hearing, now set to begin on January 8, is scheduled to last 10 weeks. PROUD must raise \$300,000 to defend the City's regulations and Save Port.

Funding for legal, planning and other experts required to support this appeal is being coordinated by PROUD and the St. Catharines Branch of the Architectural Conservancy of Ontario (ACO). Both are volunteer community organizations. All our funding comes strictly from fundraising events and donations from people who care. There are no grants or special funds – just contributions from people like you!

If you want to help save Port, this is the time to take action. In order to be ready to fund a successful appeal, we will need the financial help of the entire community of St. Catharines and the Niagara Region.

Tax Deductible Donations

Donations to the Architectural Conservancy of Ontario (ACO) are tax deductible. A donation of \$100 results in a tax credit of about \$40, bringing the cost of the donation down to \$60, or about one "double-double" a week.

A tax receipt will be issued by ACO-St. Catharines for all donations of \$20 or more.

Please act today. Fill out the Pledge Form below and send in your donation.

**Together we can
save Port!**

Contrary to what you may think, the threat from the Port Dalhousie Tower HAS NOT GONE AWAY.

YES, there is massive public opposition.

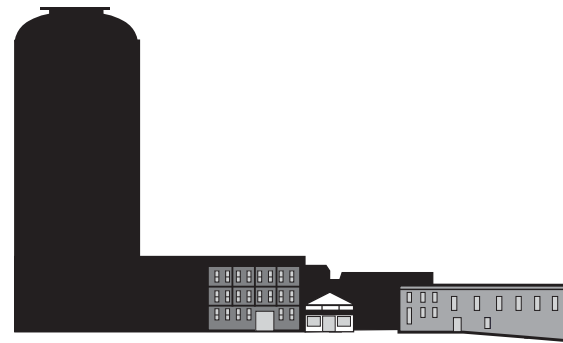
YES, this would contravene all applicable Planning Regulations and Heritage Guidelines (only 3 storeys maximum are currently allowed).

YES, our new Council is against it and our Mayor has encouraged the developer to come up with a new proposal. But...

NO, the developer has not made any changes to the current tower proposal and forges ahead to the Ontario Municipal Board (OMB).



Present Streetscape Lock St. Port Dalhousie



Proposed Streetscape Lock St. Port Dalhousie
(PROUD Illustration)

Some QUESTIONS and ANSWERS

Who is PROUD?

PROUD stands for Port Realizing Our Unique Distinction. It is an all-volunteer organization originally formed in 1999 to work toward having Port Dalhousie designated and protected as a heritage district. In 2003, after much work by this group, City Planning and City Council, Port Dalhousie became a provincially-designated Heritage District.

Can PROUD raise the \$300,000 required for an OMB appeal?

YES. Last year PROUD was able to raise in excess of \$70,000 through a variety of fund-raising activities. Since the recent launch of our Save Port campaign, we have already raised a further \$30,000. This was achieved primarily through generous donations from our members. We feel that raising \$300,000, in a city and area-wide campaign is a very achievable goal. Our experience is that the majority of the citizens of St. Catharines do not want a massive condominium tower project located in the historic downtown of what they consider their beach town. The citizens effected a major change on city council, not re-electing 6 of the 7 members of the old city council that had voted for the tower proposal. We feel that this sense of outrage will continue in the form of generous economic support for the "Save Port Campaign."

Can PROUD raise the funds required without broad support from the citizens of St. Catharines and the Region?

NO. PROUD and ACO-St. Catharines receive no funding outside of donations

from individuals and through fund-raising activities. Without the support of a large number of our citizens, funds necessary for a successful OMB appeal will not be available and the condo tower development in Port's downtown core will be free to proceed. Other towers will likely follow and our lakefront will be changed forever. The developers and Big Money will have won. That having been said, we believe that we will receive strong support and be able to launch a very strong and successful appeal. With donations large or small from a sizable proportion of our community, we will definitely achieve our target.

Does PROUD oppose all new development in Port Dalhousie?

NO. Significant development, both commercial and residential, appropriate to the scale and character of Port Dalhousie has occurred and PROUD was not involved in any opposition. In fact, the tower proposals are the only developments PROUD has opposed and we only ask that the proposals reasonably conform to already-existing regulations.

Can this proposed development be defeated at the OMB?

YES! The OMB has a mandate to make decisions based on planning and law. It is free from political and economic arguments. On March 5, and April 2, 2007, St. Catharines City Council passed strongly-worded resolutions stating that it does not support the decisions made by the previous council regarding the PDVC tower proposal. This is a very clear message to the OMB that the newly elected St.

Catharines City Council and the people they represent do not support the decisions of the old council. Additionally, the Provincial Policy Statement on heritage and heritage conservation districts, the city's official plan, the Port Dalhousie secondary plan, zoning by-law (3 storeys maximum) and the heritage guidelines, are all contravened by the PDVC proposal.

Essentially, the proposal is not supported by city council and contravenes virtually all legislation and guidelines. We have been advised that we are proceeding to the OMB with a very strong case. The OMB has never before approved a tower in a heritage conservation district.

Why is the character of Port worth saving?

Port Dalhousie has been a much loved beach town for area residents and their children for many generations. As well, Port Dalhousie has been recognized internationally as one of the finest remaining examples of a 19th Century canal village in the world. This gives it long term potential as a heritage tourism destination, tying in with current efforts to preserve and recognize the history of the first three canals. Tourists will visit Port to enjoy an authentic experience and village feel but, when was the last time you went somewhere to see a condo tower??

What can I do to help save Port Dalhousie?

Fill out the PLEDGE FORM below and make your contribution NOW. Our expenses for legal and other experts are ongoing as we prepare for this major OMB Hearing. **DONATE FROM YOUR HEART AND TO YOUR OWN ABILITY. Any donation large or small is most welcome. Be part of saving Port Dalhousie!**

Respectfully,
David Bergen, President and
Carlos Garcia, Executive Vice President
PROUD Port Dalhousie

PROUD Fundraising Committee:

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A Great Local Website

If you haven't visited portmemories.com, then you have missed out on one of my favourite websites. The collection of Port photos alone is worth the visit. Over the next few issues we will be featuring the content of that website as we know many of our readers do not have access to a computer.



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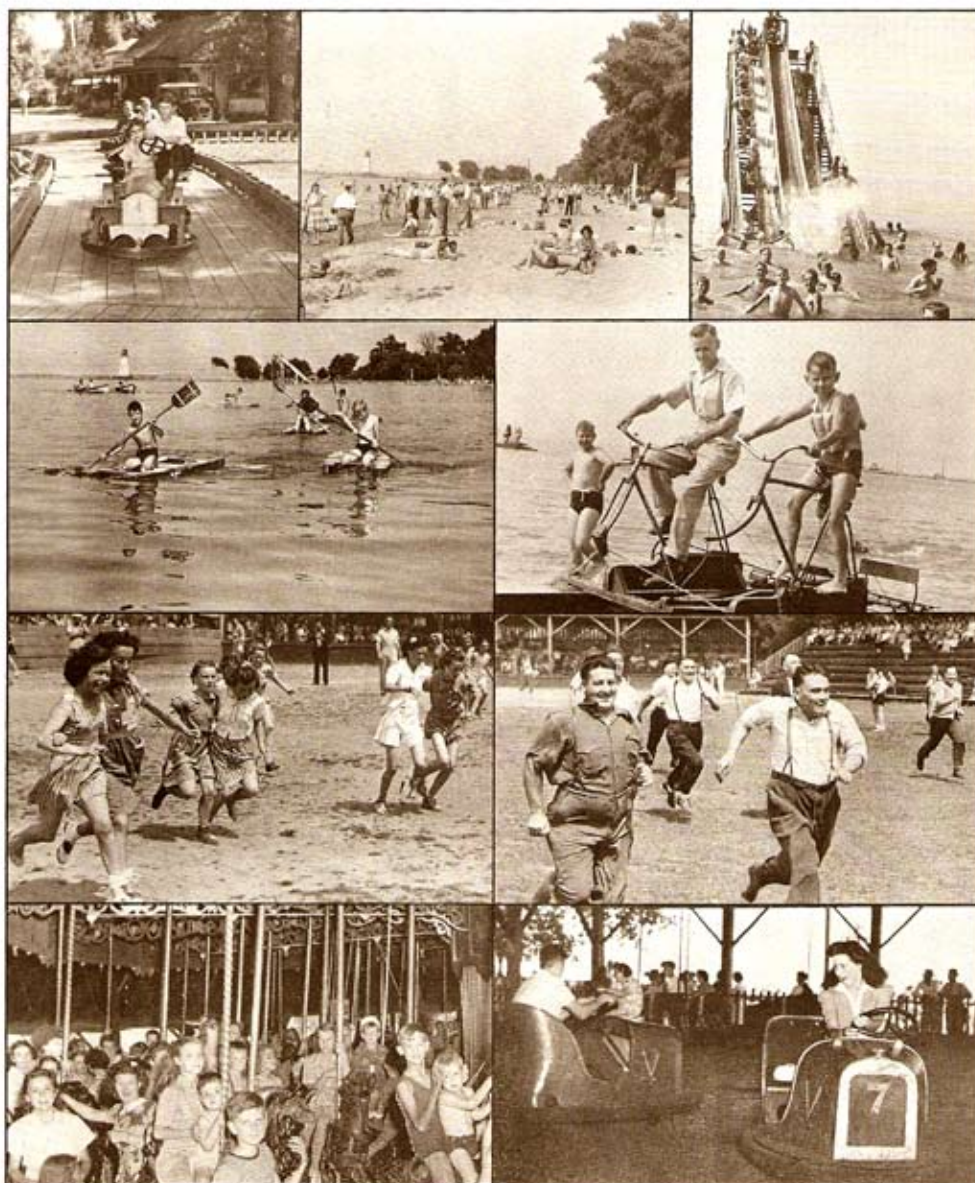


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