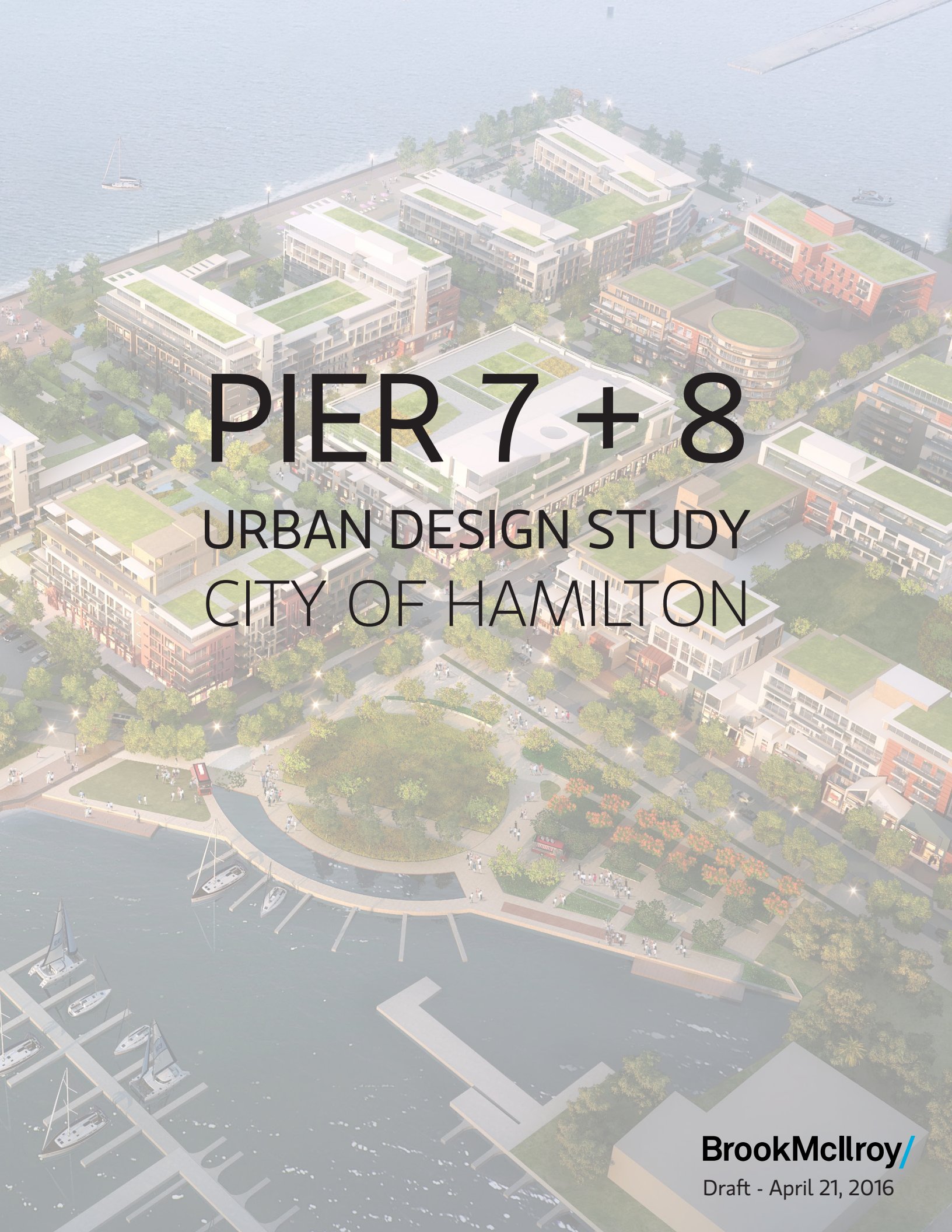

PIER 7 + 8

URBAN DESIGN STUDY

CITY OF HAMILTON

BrookMcIlroy/

Draft - April 21, 2016

0.1 EXECUTIVE SUMMARY

The purpose of this study is to recommend the preferred community character and structure for the redevelopment of Pier 8 and to define Pier 8's relationship with Pier 7.

Pier 7 + 8 are city owned lands that have been identified for redevelopment. In the future the area will have new parks, residences, businesses, shops and community uses. The area's redevelopment is an incredible opportunity for the City of Hamilton to provide continuous public spaces along the West Harbour and to expand the existing Pier 8 events and activities. This redevelopment will result in a new urban waterfront park, with 270 degree views to the Harbour, year-round activities for all ages and a continuous trail and street network, framed by well-scaled, well-designed development.

Vision Statement

Pier 8 will become a vibrant urban waterfront neighbourhood to be enjoyed by all residents of the City. The vitality of Hamilton's urban waterfront will be supported by a mix of residential, commercial, community and cultural uses.

The character of Pier 8 will be designed to be compatible with Pier 7 and to create a strong connection between this exciting new community and the rest of the Western Waterfront.

Pier 7 + 8 Guiding Principles

Future open spaces and buildings on Pier 7 + 8 should have:

1. A mix of uses to support a diverse and vibrant community
2. Environmentally sustainable landscapes and architecture designs to create a low impact community footprint
3. A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving
4. A fixed street and park network that creates a variety of development blocks
5. A variety of public spaces for active and passive recreation on the waterfront
6. An architecture that is varied, contemporary and compatible with the surrounding areas
7. Marine and industrial elements in the landscape and/or architecture that acknowledge the area's history

Key development considerations

- An approximately 30 metre wide waterfront park along the edges of Pier 8, with a variety of activities, spaces and amenities.
- A new Green Street (The Greenway) that connects from east to west. This open space is framed by new residences and has activity anchors at the east and west boundaries of the open space.
- A compact road network with small walkable blocks (with an average width of 95 m) framed by continuous rows of trees.
- Retail development in Blocks I and F facing Streets A1 and C1 with wide sidewalks and spill out spaces along the edges of the Gateway Park.
- Residential development that establishes a strong rhythm of front yards and unit entrances facing the street.
- A mix of building heights and massing to provide a varied and interesting architectural character.
- A transition of building heights, with taller buildings located near the centre of the community. The southern edge of the new neighbourhood is appropriately scaled to the existing low-rise character to the south.
- On-street parking is located throughout the development to provide additional amenity parking for visitors.
- A centralized parking garage that is wrapped on the ground and second floors with a mix of residential and retail uses. The centralized parking garage provides public parking for the area and some of the residential parking for the surrounding development blocks (Blocks C, D and H).

Implementation

This Urban Design Study will be used by City Staff, Developers, and Designers to guide the redevelopment of the Pier 7 & 8 area.

Diagram showing recommended block structure

0.1.1. EXECUTIVE SUMMARY OVERVIEW PLAN

Proposed Community Structure

1. Waterfront Park (Future Corridor)
2. Waterfront Park (Existing)
3. Gateway Park
4. The Greenway (Storm Water Garden and pedestrian walkway)
5. Green Roofs (Throughout as shown)
6. Marina Expansion
7. Institutional Building
8. Residential Building
9. Mixed-Use Building with Central Public Parking Structure
10. Mixed - Use Building with Residential Above
11. Community Plaza
12. Continuous Waterfront Cycling and Pedestrian Trail
13. Mid-block Connection
14. Pump Station and Park Pavilion

Future Programming Considerations

15. Sunset Amphitheatre
16. Sunrise Gathering Circle
17. View Terminus Plazas
18. Programmable Park Areas
19. Beach Area
20. Green Park
21. Retail Park Pavilions
22. Cultural Plaza
23. Splash Pad / Water Feature
24. Playground

Existing Area Features

25. Skating Rink
26. William's Coffee Pub
27. Hamilton Waterfront Trust Centre


LAKE ONTARIO
STREET E
STREET A2
STREET B
GREENWAY
STREET C2
STREET A1
DOCK SERVICE ROAD
JOHN ST NORTH
GUISE STREET EAST
BROCK STREET
B
C
D
F
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DRAFT FINAL APRIL 21 2016

0.1.2. EXECUTIVE SUMMARY MASSING OVERVIEW

Proposed Community Structure

1. Waterfront Park (Future Corridor)
2. Waterfront Park (Existing)
3. Gateway Park
4. The Greenway (Storm Water Garden and pedestrian walkway)
5. Green Roofs (Throughout as shown)
6. Marina Expansion
7. Institutional Building
8. Residential Building
9. Mixed-Use Building with Central Public Parking Structure
10. Mixed - Use Building with Residential Above
11. Community Plaza
12. Continuous Waterfront Cycling and Pedestrian Trail (along Pier wall)
13. Mid-block Connection
14. Pump Station and Park Pavilion

Future Programming Considerations

15. Sunset Amphitheatre
16. Sunrise Gathering Circle
17. View Terminus Plazas
18. Programmable Park Areas (Throughout)
19. Beach Area
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21. Retail Park Pavilions
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23. Splash Pad / Water Feature
24. Playground

Existing Area Features

25. Skating Rink
26. William's Coffee Pub
27. Hamilton Waterfront Trust Centre


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TABLE OF CONTENTS

1.0 INTRODUCTION


PIER 7


PIER 8
PIER 7

1.1 THE OPPORTUNITIES
PIER 7 + 8 DEFINED

The purpose of this study is to recommend the preferred community character and structure for the redevelopment of Pier 8 and to define Pier 8's relationship with Pier 7.

Pier 7 + 8 are city owned lands that have been identified for redevelopment. In the future the area will have new parks, residences, businesses, shops and community uses. The area's redevelopment is an incredible opportunity for the City to provide continuous public spaces along the West Harbour and to expand the existing Pier 8 events and activities. This redevelopment will result in a new urban waterfront park, with 270 degree views to the Harbour, year-round activities for all ages and a continuous trail and street network, framed by well-scaled, well-designed development.

This document has been prepared to guide the redevelopment of Pier 7 + 8. It will ensure that the phased build out is in keeping with the vision of the community and the commitments of the City. Recommendations for circulation, character, massing and programming have been developed through a collaborative consultation process.

Within the study area, Pier 8 has the largest redevelopment potential. The vision for its transformation is addressed in detail through this document. Pier 7 has been included within the scope of this study as it connects Pier 8 to the rest of the West Harbour waterfront. The overall character and connectivity of Pier 7 is referenced through this study to ensure that the future character of Pier 8 is compatible with the Pier 7 redevelopment. The vision, massing, design and land-uses for Pier 7 continue to be guided by the West Harbour Secondary Plan and the Waterfront Recreation Master Plan.

All new development is recommended to have a diversity of modern styles and a focus on lowering the ecological footprint of the community. All development will be scaled and designed to frame the surrounding parks and open spaces in support of a vibrant, urban waterfront.

1.2 THE STUDY
PROCESS OVERVIEW

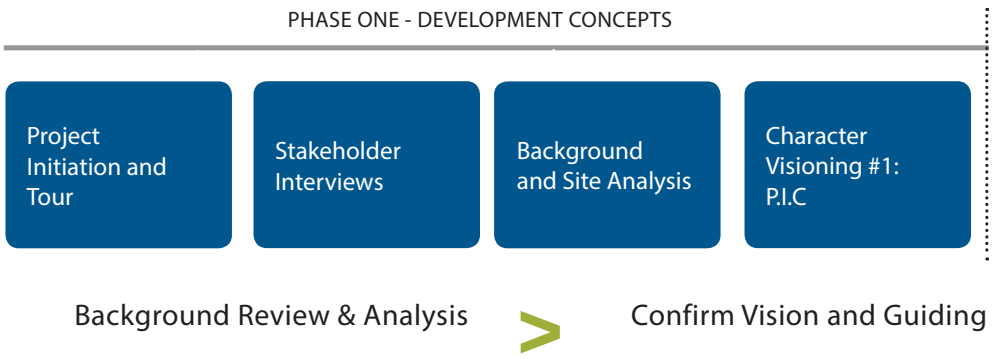
The Pier 7 + 8 Urban Design Study has been commissioned by the City of Hamilton. The findings of this study articulate the intended character of development and how it will fit in the broader West Harbour context.

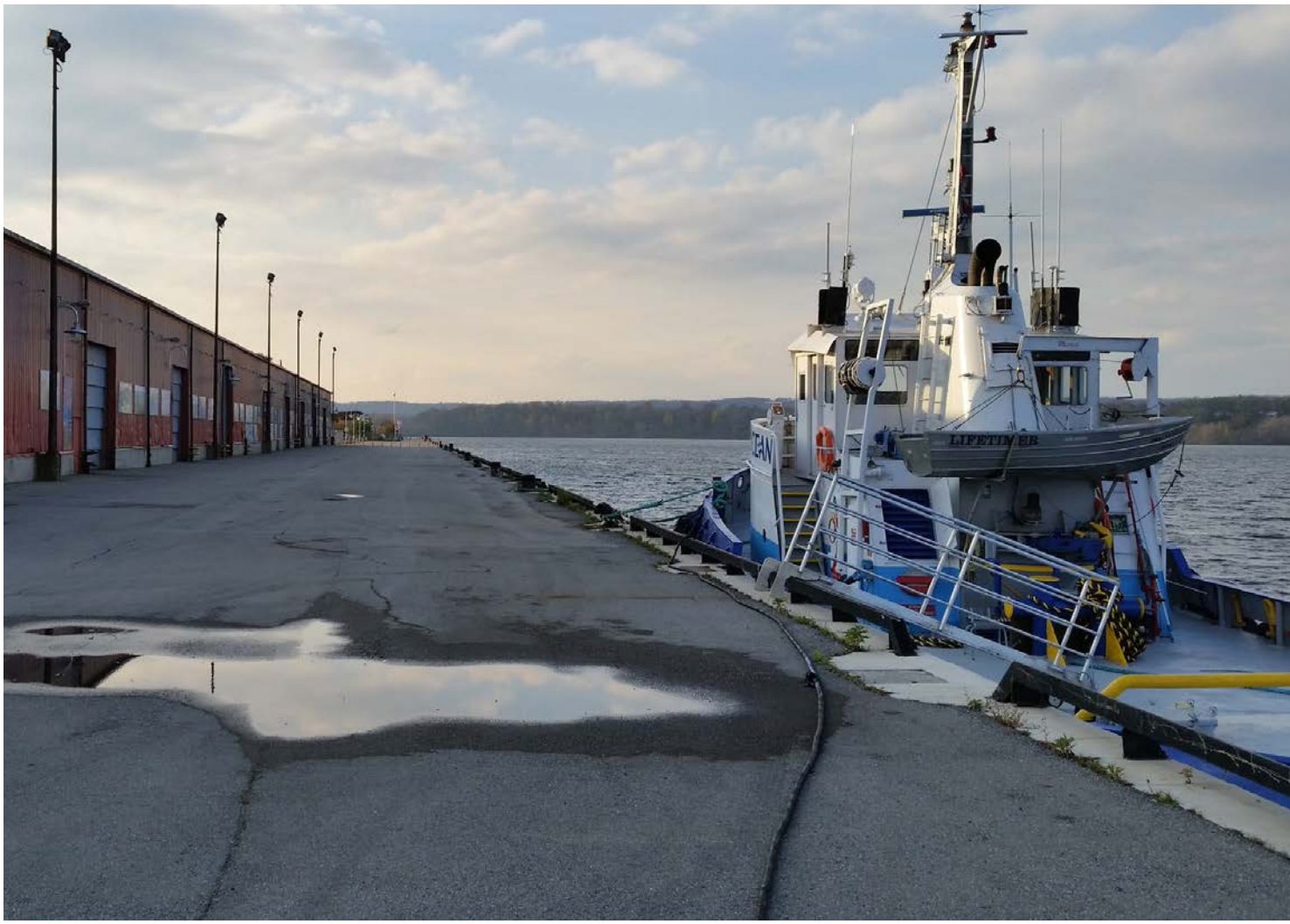
The Study is an implementation requirement of the West Harbour (Setting Sail) Secondary Plan. Setting Sail defines the area's land uses and densities, and requires that this Urban Design Study guide the preferred character of public open spaces and the massing and character of future buildings. This study has been undertaken in accordance with the Secondary Plan Vision, including its eight core planning principles, land use and implementation policies. The study process is summarized in the graphic at the bottom of the page.

The Pier 7 + 8 study was developed through a three phase process:

- Phase one included background research and analysis, initial public consultation and the preparation of specific development concepts.
- Phase two focused on the development of urban design principles to support preferred development concepts and guide future development.
- Phase three included the preparation of the final report which summarizes the process, documents the input received, and provides a rationale for the recommendations and implementation plan.

Public consultation was undertaken to reconfirm the vision and guiding principles set out in Setting Sail and to garner feedback on the development concepts and urban design directions. An overview of the consultation is provided in Section 1.5 and Appendix A.





PHASE TWO URBAN DESIGN GUIDELINES | PHASE THREE IMPLEMENTATION STRATEGY

Prepare Draft Options and Urban Design Guidelines

Character Visioning #2: P.I.C

Prepare Implementation Plan

Finalize Report

Principles > Concepts, Guidelines & Implementation Strategy > Final Report

1.3 THE CONTEXT
POLICY BACKGROUND

The Pier 7 + 8 Urban Design Guidelines further articulate the recommendations from the City's previously completed studies and policy documents. These key documents have shaped the recommendations of the Urban Design Study and will continue to influence the redevelopment of the Pier 7 + 8 Area.

Primary guiding documents include:

1. Setting Sail: Secondary Plan for West Harbour (adopted in 2005 and approved in 2012)

Setting Sail is a comprehensive plan for the West Harbour, including the entire Pier 7 + 8 Study Area. It identifies eight planning principles to guide development throughout the West Harbour:

- Promote a healthy harbour;
- Strengthen existing neighbourhoods;
- Provide safe, continuous public access along the water's edge;
- Create a diverse, balanced and animated waterfront;
- Enhance physical and visual connections;
- Promote a balanced transportation network;
- Celebrate the City's heritage; and,
- Promote excellence in design.

Setting Sail identifies land use designations, height limits, key new potential connections, views, trail extensions and streetscape initiatives. It is complemented by the Waterfront Recreation Master Plan and West Harbour Transportation Master Plan.

The recommendations for Pier 7 have been prepared to maintain a compatible character throughout the Pier 7 + 8 area. The structure, massing and uses proposed for Pier 7 reflect the recommendations from the West Harbour (Setting Sail) Secondary Plan as amended by OPA 233. Pier 7 will continue to be subject to the Urban Design Guidelines outlined in the West Harbour Waterfront Recreation Master Plan.

2. West Harbour Waterfront Recreation Master Plan (2010)

The West Harbour Waterfront Recreation Master Plan identifies improvements to the harbour and waterfront area from Bayfront Park in the west through Pier 7 in the east. The Concept Plan identifies shoreline, marina and breakwater enhancements, public art and interpretive features, traffic calming along the periphery, water's edge pedestrian access and trails, parking facilities, plazas/open spaces and commercial facilities.

3. North End Traffic Management Plan

The City of Hamilton conducted a traffic management study for the North End Neighbourhood to identify and resolve neighbourhood traffic and transportation issues through the application of traffic calming measures. These measures include curb extensions, lane narrowing, turn restrictions and a 30km speed limit. The principles of that plan helped to inform the future street networks for the Pier 7 + 8 Area by providing a clear framework for how visitors and residents would travel to and from the area.

Additional relevant documents include:

1. Urban Hamilton Official Plan (2009) and Transportation Master Plan

The Urban Hamilton Official Plan (UHOP), was adopted in 2009 and approved in 2013. UHOP policies recognize the importance of integrated transportation and land use planning in connecting communities, land uses and activities, creating complete communities and improving the overall quality of life in the City. The UHOP is central in establishing land use, urban structure, density and infrastructure requirements for the City.

The UHOP is supported by the Transportation Master Plan (2007 - currently under review). The Transportation Master Plan identifies long-term strategic improvements to Hamilton's transportation network, considering higher order transit and the cycling, pedestrian and road network. Improved transit service to the study area would support a reduction of parking requirements for both residents and visitors, particularly if the future light rail transit extends north beyond the West Harbour Go Station at James Street North to the waterfront.

2. The James Street Mobility Hub

The Pier 7 + 8 Study Area is located within the James Street Mobility Hub's area of influence. The mobility hub is centred upon the Go Transit / future LRT/HSR transit station at James Street North with a walkable 400 metre radius around it. The vision for the area as expressed in the James Street North Mobility Hub Study is a seamless multi-modal community with excellent regional and local transit. The vision focuses on creating links for residents and visitors to opportunities within the Hub and across the region. The Mobility Hub Study recommendations strategically plan to increase the residential, employment and retail densities within the

study area. The recommended intensification plan supports the vision for a vibrant community that is seamlessly connected to transit through strong pedestrian and cycling networks. The guidelines included in the James Street Mobility Hub are intended to shape growth in a manner that is in keeping with valued character of the existing neighbourhood.

3. Transit-Oriented Development Guidelines for Hamilton (2010)

These guidelines complement the Official Plan and provide direction for development in the public and private realm. These directions are in support of increased access and usage of transit through mixed use development, and providing a high level of amenities in a pleasant, walkable area. The guidelines directly support the goals of the Pier 7 + 8 redevelopment by encouraging better access to transit, concentrating development around transit stops and enhancing livability and quality of life in new and existing communities.

4. Public Art Master Plan (2008)

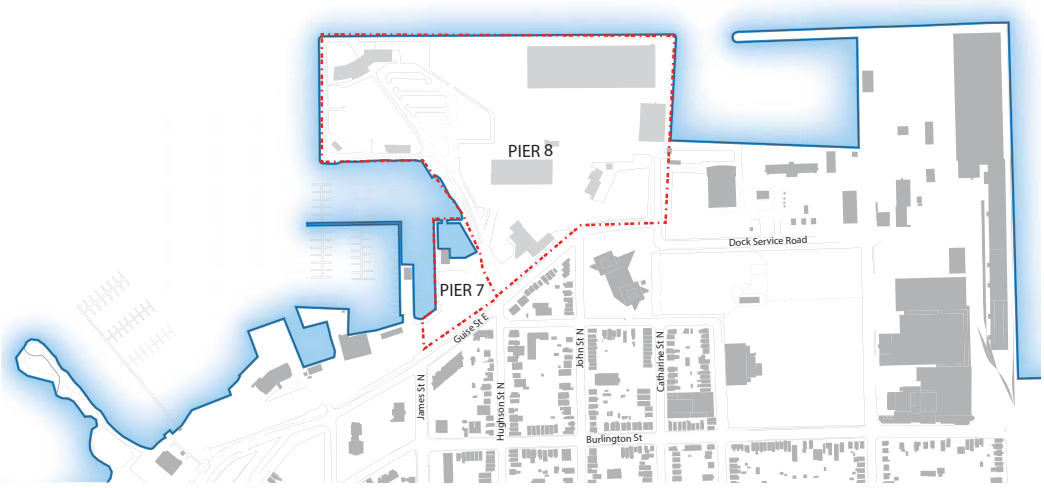
The City encourages the creation and placement of public art as part of the City's public improvement initiatives. These features can be a venue towards identifying the City's culture or history, or indicate that a particular location has special meaning. They also provide an opportunity to involve the City's artistic community in their design.

For Pier 7 + 8, public art will be an important and powerful tool in telling the history of the site and community stories. Public art will also be a medium of communicating the environmentally sustainable community features.

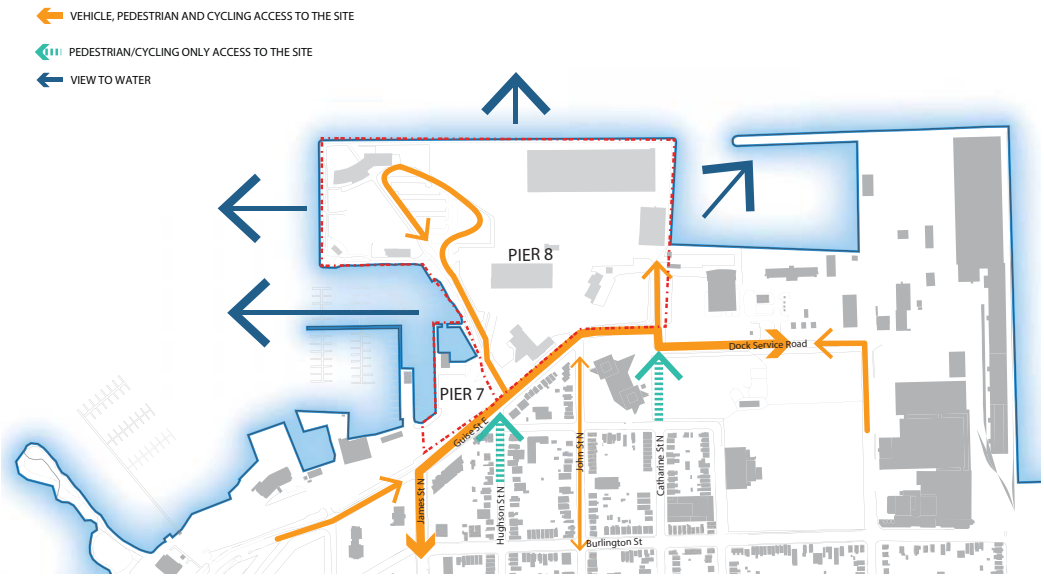
1.4 THE CONTEXT
EXISTING CONDITIONS

The Pier 7 + 8 Area has an industrial character with an existing waterfront park along the west corner of the site. There are important site conditions that will shape the design of future development. These are outlined on the following pages.

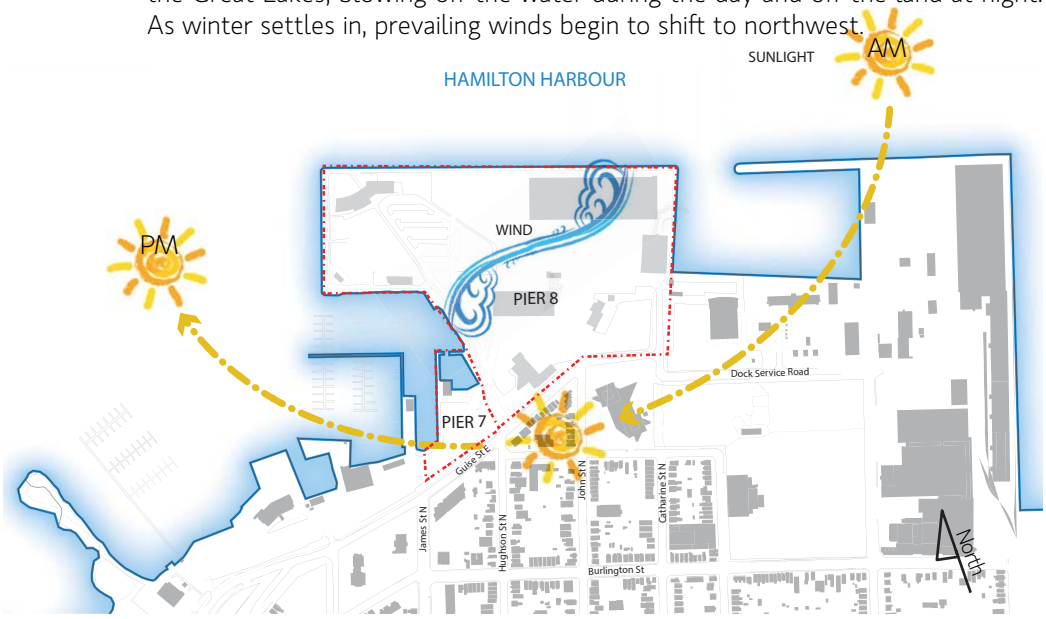
Study Area - The 13.9 ha waterfront site is located at the north-end of the City of Hamilton (outlined in red), facing Hamilton Harbour, near Hughson Street North and Guise Street East. Pier 8 presents the largest developable area for new parks, streets and buildings. Pier 7 is an important connective space between Pier 8 and the rest of the West Harbour waterfront



Views and Access - The Study Area has incredible views toward the harbour, but existing connections with surrounding neighbourhoods are discontinuous. Future development should maintain the existing view corridors and provide a fine grain network of pedestrian and cyclist access.

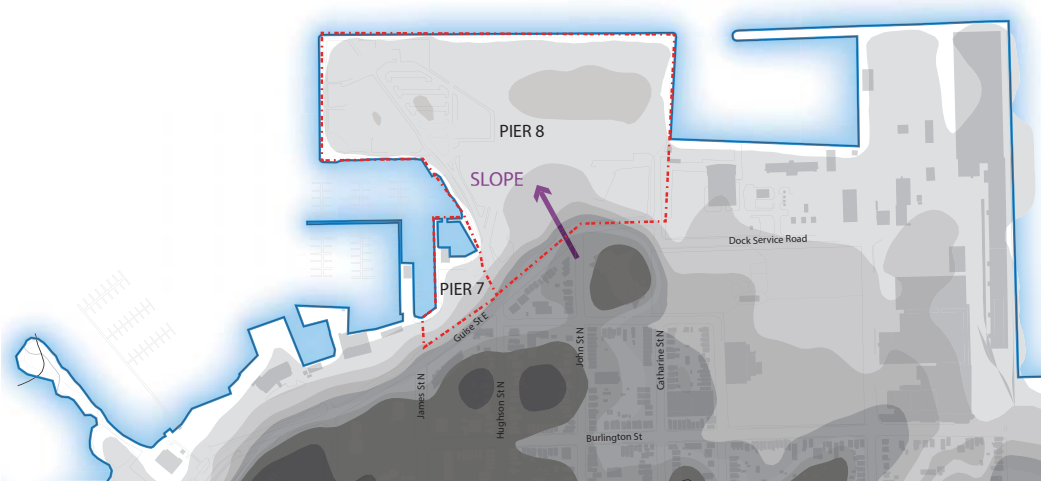


Climate - The Study Area is north-south facing with excellent access to sunlight. Future development will have little shadow impact on existing housing. The major wind direction is southwest and northeast; this will need to be considered with the massing of future buildings and creating a positive year-round street condition. Prevailing winds tend to be light in the summer and generally they flow out of the southwest. Land and lake breezes are common around the shores of the Great Lakes, blowing off the water during the day and off the land at night. As winter settles in, prevailing winds begin to shift to northwest.

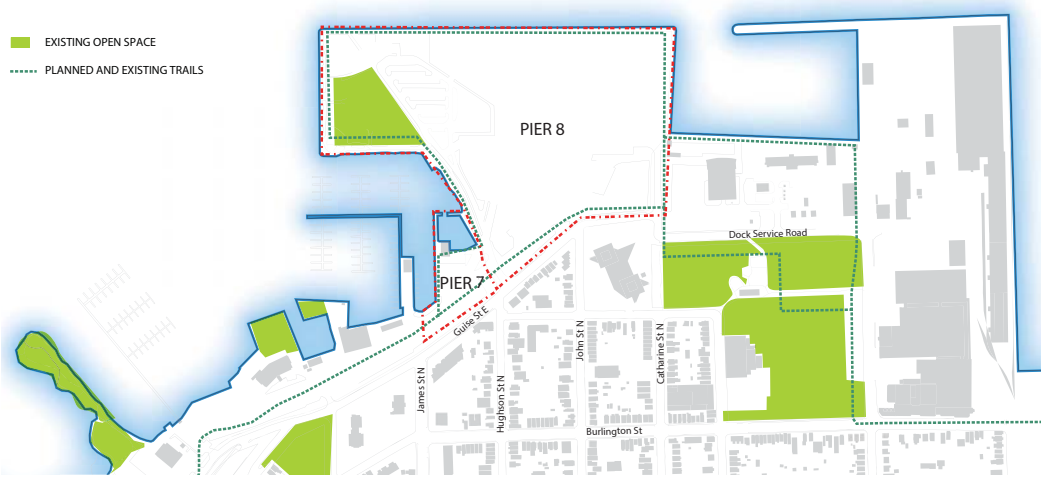


Existing Built Form - The community surrounding the Study Area is predominantly low-rise with a few mid- and high-rise buildings nearby. The mix of existing building types supports a mid-rise form (3-8 storeys) that decreases in height as it approaches the low rise homes to the south. The existing warehouse buildings on site are challenging to retrofit but the design of future community and retail spaces could look to the form and massing of the existing buildings for design inspiration. The surrounding existing uses include residential, office, open space and retail.

Topography - The Study Area is relatively flat, except for a 4 metre grade change at the south edge of the property (sloping down towards water). Opportunities exist to minimize the grade change into the property by regrading from south to north. This would improve pedestrian and cyclist accessibility. The site has a high water-table (almost at grade) that makes constructing underground parking potentially prohibitively expensive. Future development will likely need to consider feasible parking solutions that include masking above-grade parking structures within the centre of the development blocks. These options are further developed in the demonstration plan.



Open Spaces - Existing open spaces lack significant green linkages to surrounding areas. The priority for any development is to secure a fully connected green network along the waterfront and throughout the neighbourhood's open spaces.



1.5 THE DIALOGUE
CONSULTATION OVERVIEW

The Pier 7 + 8 Urban Design Vision and Guidelines have been developed through a three phase consultation process. The first phase engaged the public in a visioning workshop to determine the preferred character of the new waterfront park and the development that would frame it. Through that process there was strong support to create a world-class new community that embodies design excellence, social equity and environmental sustainability.

At an open house meeting the community again reiterated that the development of these lands is an opportunity to showcase Hamilton on an international stage. Two demonstration plans were presented for consideration and attendees provided comments on each. The materials were then posted in the West Harbour Community Consultation Storefront at 294 James Street North and online for 6 weeks followed by a second workshop held to discuss the merits of each plan. From the feedback at this meeting and through consultation with City Staff, a recommended demonstration plan and community vision was generated. That is the vision articulated in this document.

See Appendix A for a full summary of the public consultation events relating to this study.

2.0 THE VISION

2.1 VISION STATEMENT

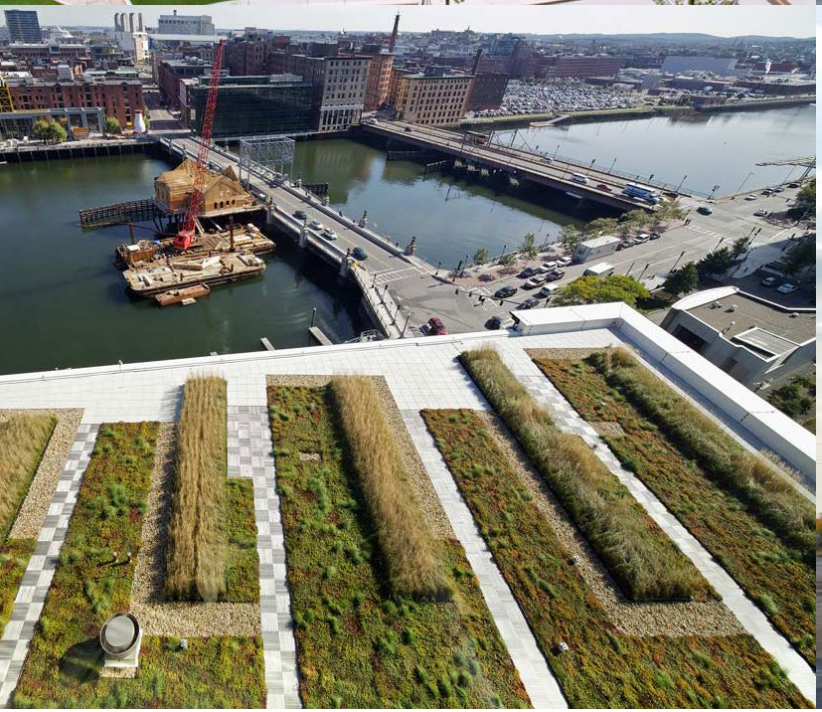
Pier 8 will become a vibrant urban waterfront neighbourhood to be enjoyed by all residents of the City. The vitality of Hamilton's urban waterfront will be supported by a mix of residential, commercial, community and cultural uses.

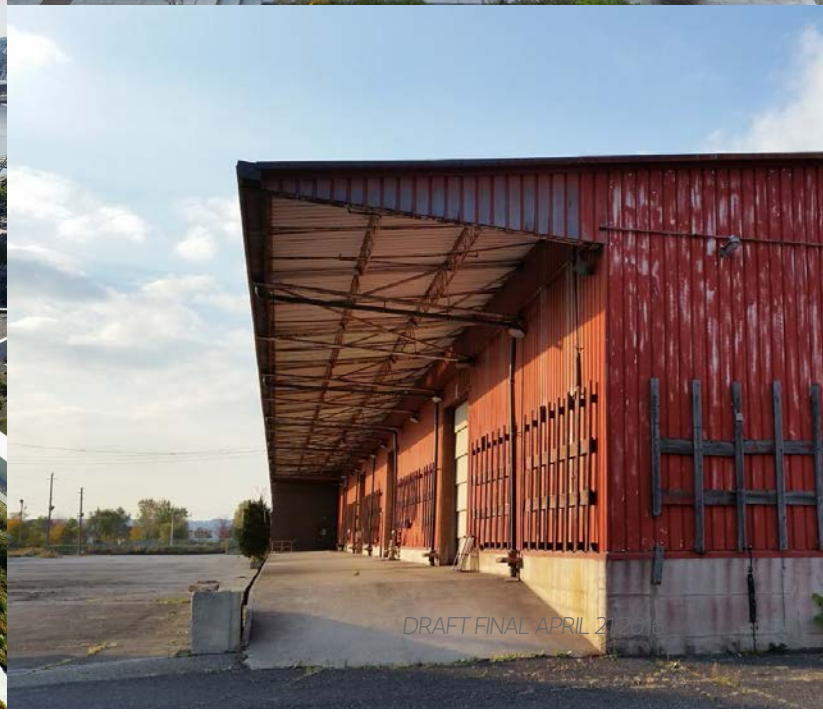
The character of Pier 8 will be designed to be compatible with Pier 7 and to create a strong connection between this exciting new community and the rest of the West Harbour waterfront.

2.2 PIER 7 + 8 GUIDING PRINCIPLES

Future open spaces and buildings on Pier 7 + 8 should have:

1. A mix of uses to support a diverse and vibrant community
2. Environmentally sustainable landscapes and architecture designs to create a low impact community footprint
3. A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving
4. A fixed street and park network that creates a variety of development blocks
5. A variety of public spaces for active and passive recreation on the waterfront
6. An architecture that is varied, contemporary and compatible with the surrounding areas
7. Marine and industrial elements in the landscape and/or architecture that acknowledge the area's history





2.3 CHARACTER PRECEDENTS

Working with the community, City Staff and stakeholders, a number of recently planned and built community projects were reviewed and evaluated. This was done to better understand the preferred character for Pier 7 + 8 and to help determine the key recommendations of this study. Outlined in this section are the preferred precedent communities and a summary of their key characteristics.

The key features that were consistently noted in each of the communities include:

- A high quality waterfront with a mix of public activity areas in combination with both hard and soft landscapes.
- Integrated linear green spaces that provide secondary open spaces.
- An overall modern urban design aesthetic.
- A diversity of architectural styles and building massing.
- A high quality accessible public realm with compact streets and development that frame the water's edge.
- A core focus of environmental sustainability in both the building and landscape designs.
- A mix of land-uses including residential, commercial, institutional and employment.
- A human-scaled development that frames the streets and open spaces.

01 Hammarby Sjostad - Stockholm, Sweden

AREA CHARACTERISTICS

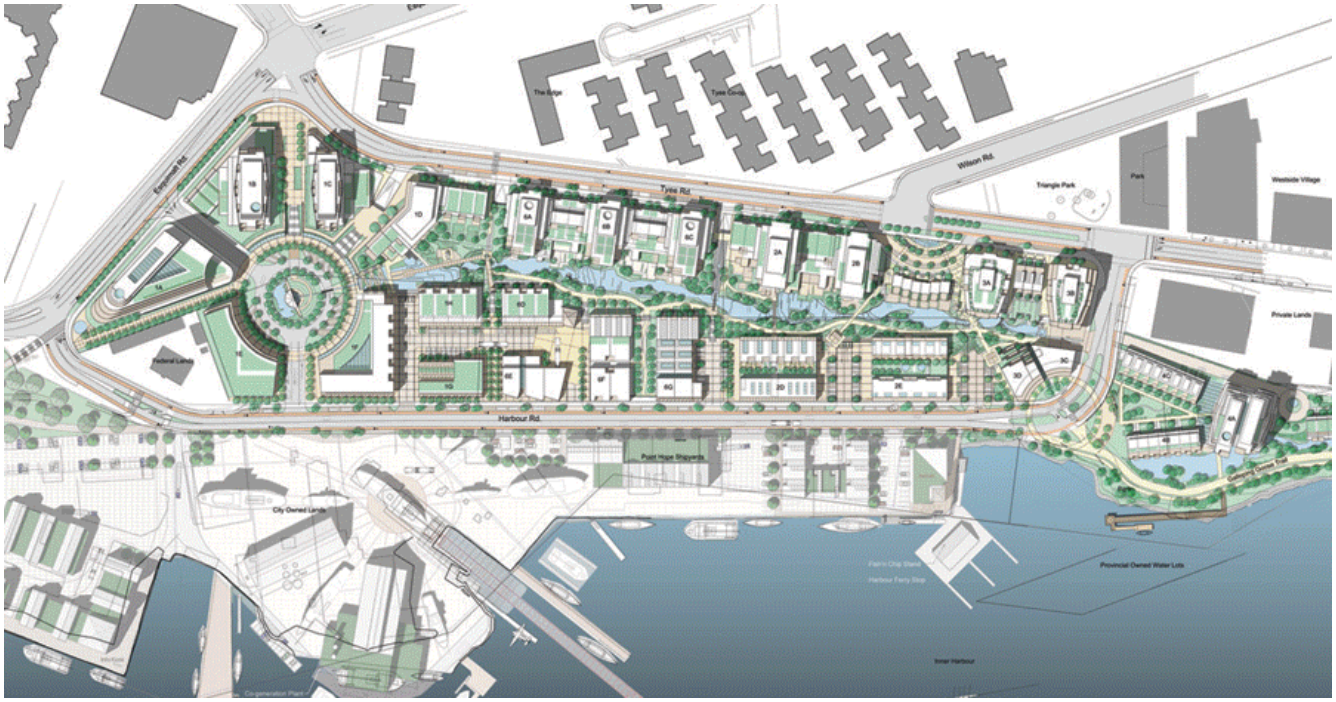
1. Residential waterfront neighbourhood;
2. Public water frontage and semi-private and public courtyards;
3. 4-8 Storey mid-rise buildings in contemporary style with different cladding;
4. Eco friendly buildings and community; and,
5. Narrow street with street parking.

02 Hamburg, Germany

AREA CHARACTERISTICS

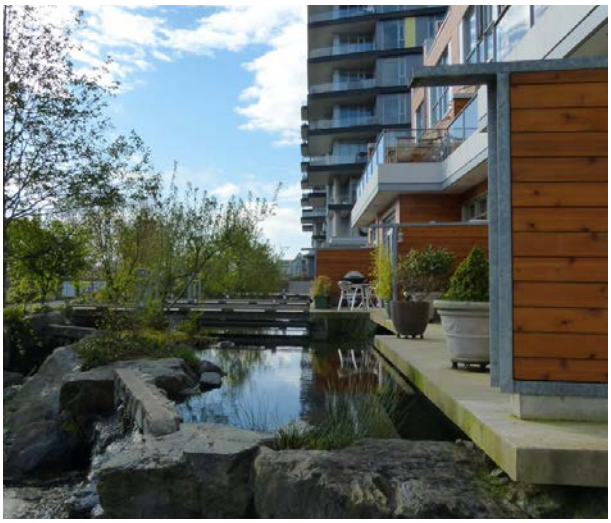
1. Mixed-use waterfront neighbourhood;
2. Public water frontage with mostly hard-surface landscaping;
3. Mixed architectural style including heritage, modern and contemporary building styles;
4. Mid to high-rise building typologies; and,
5. A combination of office and residential buildings.

03 DOCKSIDE - VICTORIA, BC, CANADA

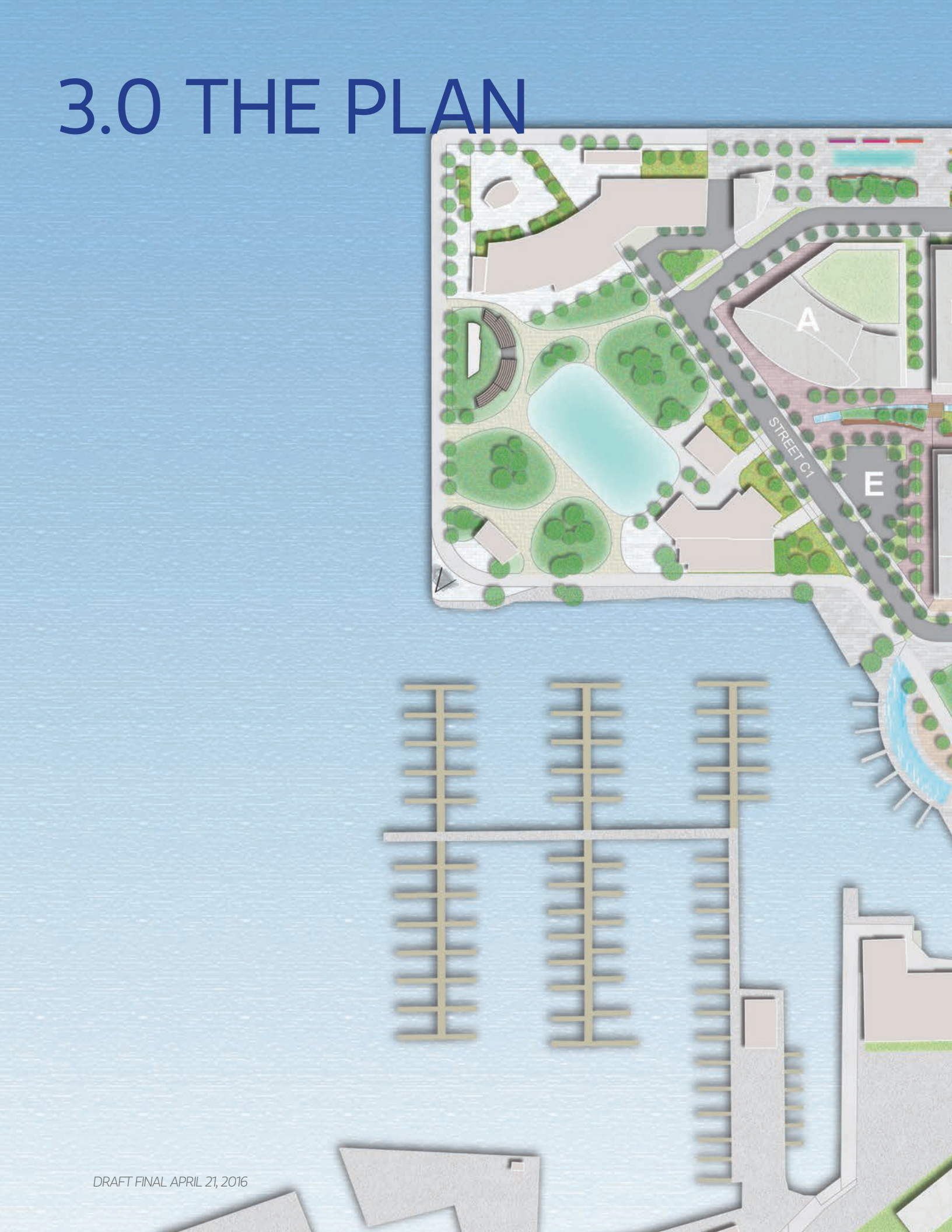


AREA CHARACTERISTICS

1. A strong sustainability mandate with a focus on water conservation;
2. Uniform mixed-use waterfront community;
3. Adequate public open spaces along the water edge complemented by private courtyards;
4. Variety of building types, including 8 storey mid-rise buildings; and,
5. Tiered buildings with open courtyards to maximize views toward the waterfront.



3.0 THE PLAN

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DRAFT FINAL APRIL 21 2016

3.1 THE PLAN

This plan has been developed to articulate the aspirations for the Pier 7 + 8 Area. The intention of the plan is to demonstrate the core principles of open space organization, community character, building organization, block structure and orientation, park programming and streetscape elements. This plan is only one example of how the private development blocks could be built-out. In Section 5.0 alternate block layout are also provided. Other proposed configurations that meet the recommendations of this report would also be considered. A more detailed description of the plan is provided in Section 3.2 Plan Genesis. Nine key principles of the plan are summarized below.

- An approximately 30 metre wide waterfront park along the edges of Pier 8, with a variety of activities, spaces and amenities.
- A new Green Street (The Greenway) that connects from east to west. This open space is framed by new residences and has activity anchors at the east and west boundaries of the open space.
- A compact road network with small walkable blocks (with an average width of 95 m) framed by continuous rows of trees.
- Retail development in Blocks I and F facing Streets A1 and C1 with wide sidewalks and spill out spaces along the edges of the Gateway Park.
- Residential development that establishes a strong rhythm of front yards and unit entrances facing the street.
- A mix of building heights and massing to provide a varied and interesting architectural character.
- A transition of building heights, with taller buildings located near the centre of the community. The southern edge of the new neighbourhood is appropriately scaled to the existing low-rise character to the south.
- On-street parking is located throughout the development to provide additional amenity parking for visitors.
- A centralized parking garage that is wrapped on the ground and second floors with a mix of residential and retail uses. The centralized parking garage provides public parking for the area and some of the residential parking for the surrounding development blocks (Blocks C, D and H).

This demonstration plan has been developed based on a compact block structure. This block structure will be further defined through a future plan of subdivision. The plan of subdivision provides the city with fixed property lines for future streets, open spaces and development blocks. The diagram on the facing page highlights the proposed block and open space distribution. The following pages describe the plan.

Diagram showing recommended block structure

3.1.1 OVERVIEW PLAN

Proposed Community Structure

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LAKE ONTARIO
Section Mark for Section shown on page 34-35
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STREET A2
STREET B
STREET C2
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GREENWAY
GUISE STREET EAST
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DOCK SERVICE ROAD
BROCK STREET
B
C
D
F
G
H
I
J
Section Mark for Section shown on page 34 -35
DRAFT FINAL APRIL 21 2016

3.1.2 OPEN SPACE PROGRAMMING

Water Park / Feature

Plaza space at each view terminus

Play Ground

Skate Park

A mix of seating and plaza spaces

Green Space

Beach Area

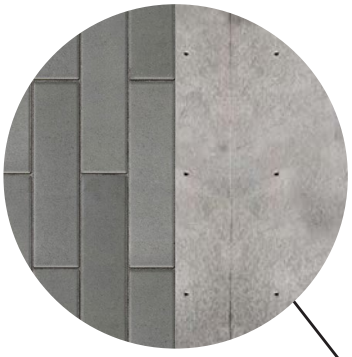
A multi-programmed space with tables, seating, green areas and tree planting

Pedestrian and Cycling on the Greenway

Cultural Plaza with patios, seating and public art (structure could be constructed with reclaimed material on site)

3.1.3 MATERIALS

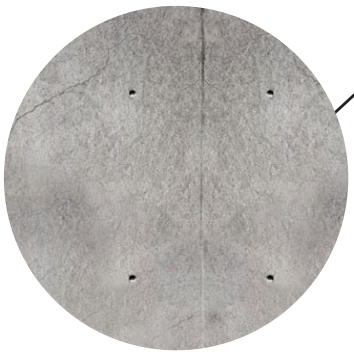
A priority should be placed on integrating salvaged heritage features and materials into new development, such as wood decking or building material or marine objects.



Concrete / Concrete Unit Paving

Wood Deck

Grass amphitheater with integrated seating



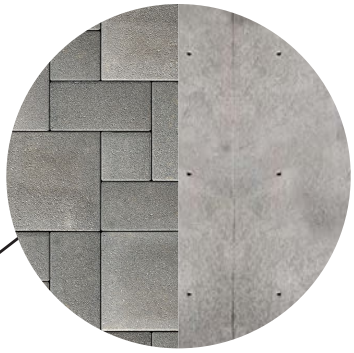
Concrete Paving

Grass

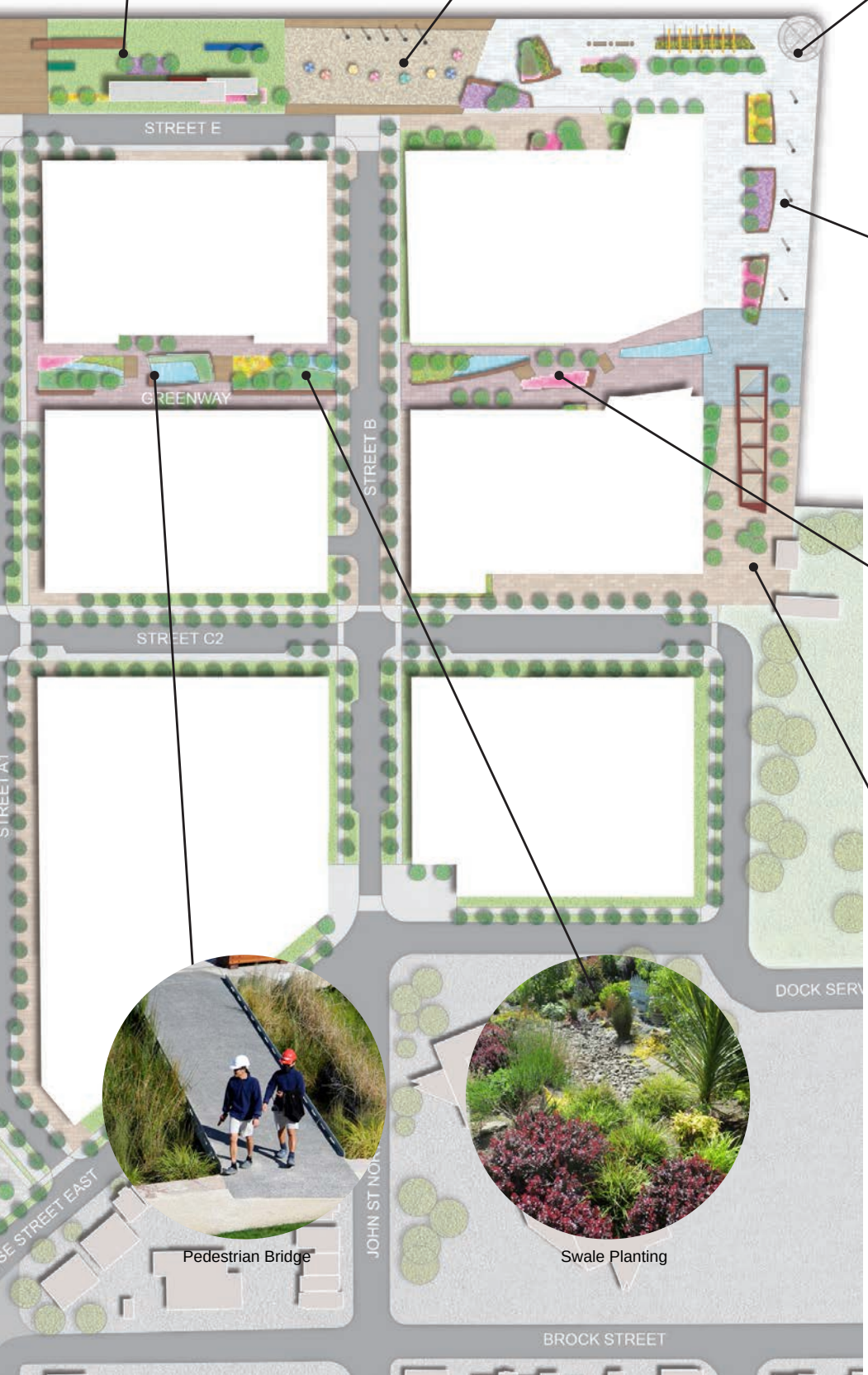
Landscaping

Grass

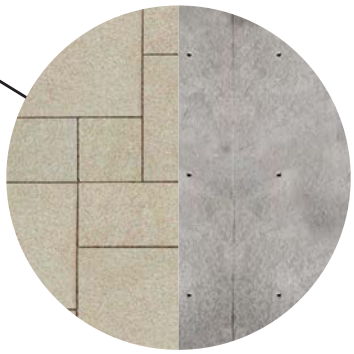
Sand



Concrete / Concrete Unit Paving



Landscaping / Plant Material



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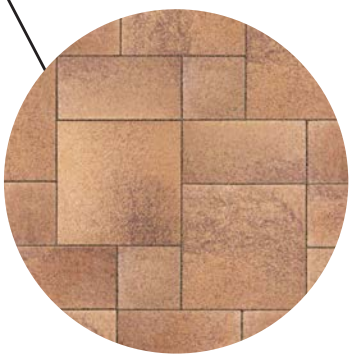
Pedestrian Bridge

Swale Planting



Concrete / Concrete Unit Paving

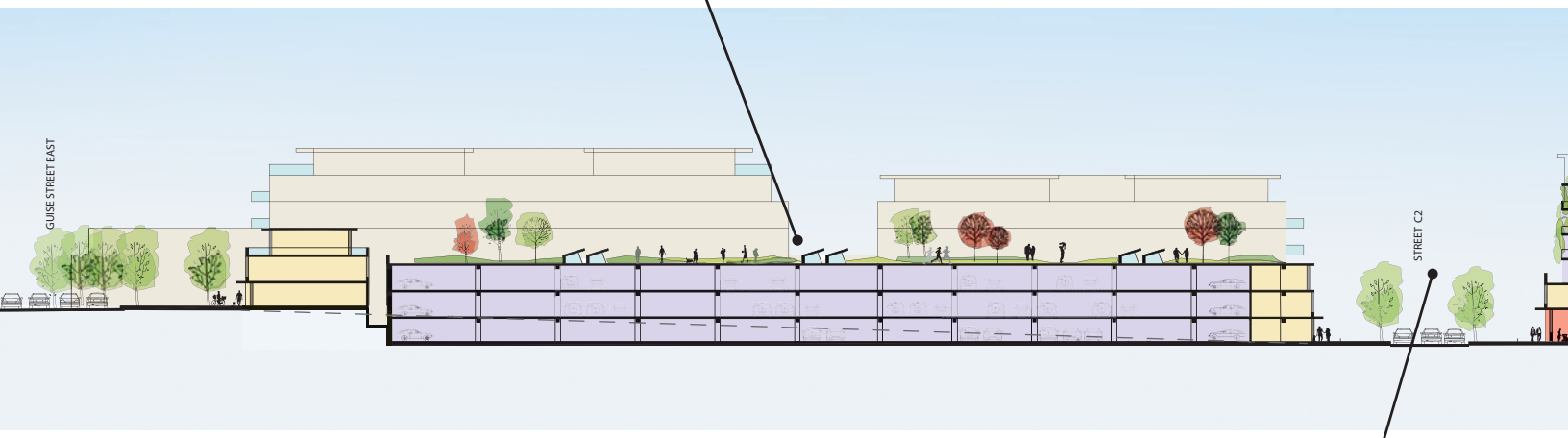
3.1.4 NORTH SOUTH SECTION DIAGRAM

Legend

- Residential
- Retail
- Parking

At-grade parking podiums between all buildings with green roofs and raised courtyards

A centrally located parking garage wrapped with active uses and a modern exterior character (opportunity for green walls and vertical plantings)

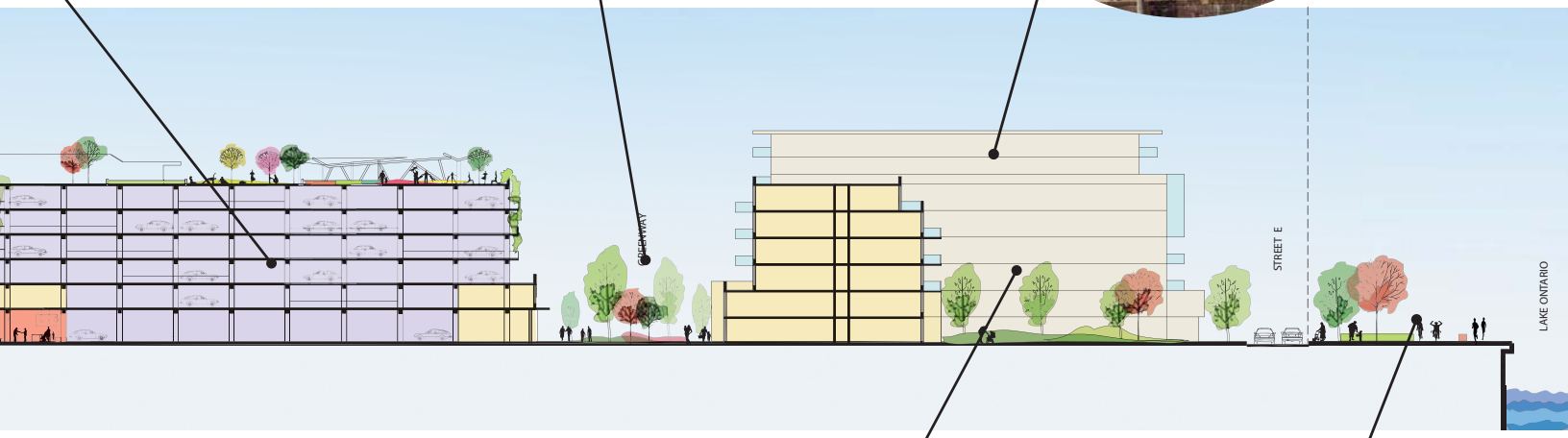


On Street A1 and C1 - Retail is setback from the street to create a wider sidewalk facing the Gateway Park to the west and south

A tree lined street with a direct view to the Harbour

A Pedestrian and Cyclist Greenway that captures stormwater and provides an east-west connection

An architecturally rich mixed use complex with office and commercial



The existing public uses on Pier 8 are retained and integrated with new development

Semi private courtyards located at grade between all buildings

A varied waterfront edge with public trails and viewing areas

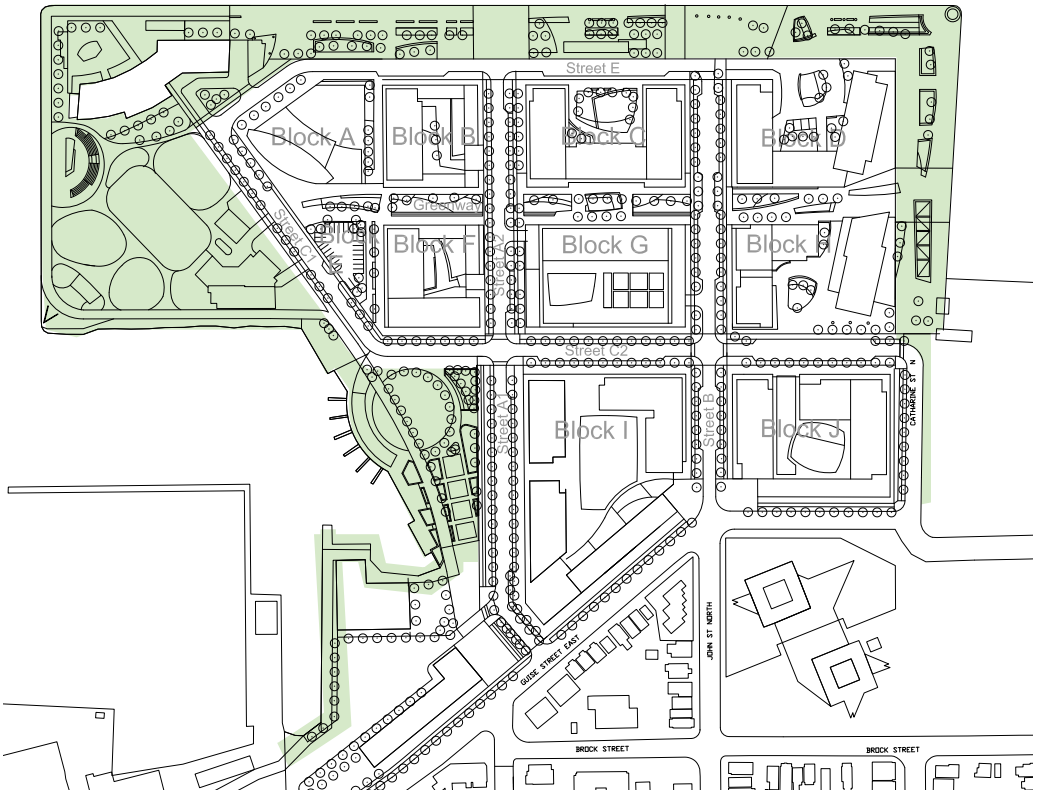
3.2 PLAN GENESIS

The design principles that shaped the study recommendations are outlined in the following sections. Design Guidelines for the detailed design of the plan's components are provided in Section 4.0.

3.2.1 A Community Framed by Open Spaces

Pier 7 + 8 are first and foremost public waterfront spaces for the entire Hamilton population. The creation of continuous public spaces along the edges of the Piers is a principle of the Secondary Plan and is reinforced in this urban design plan.

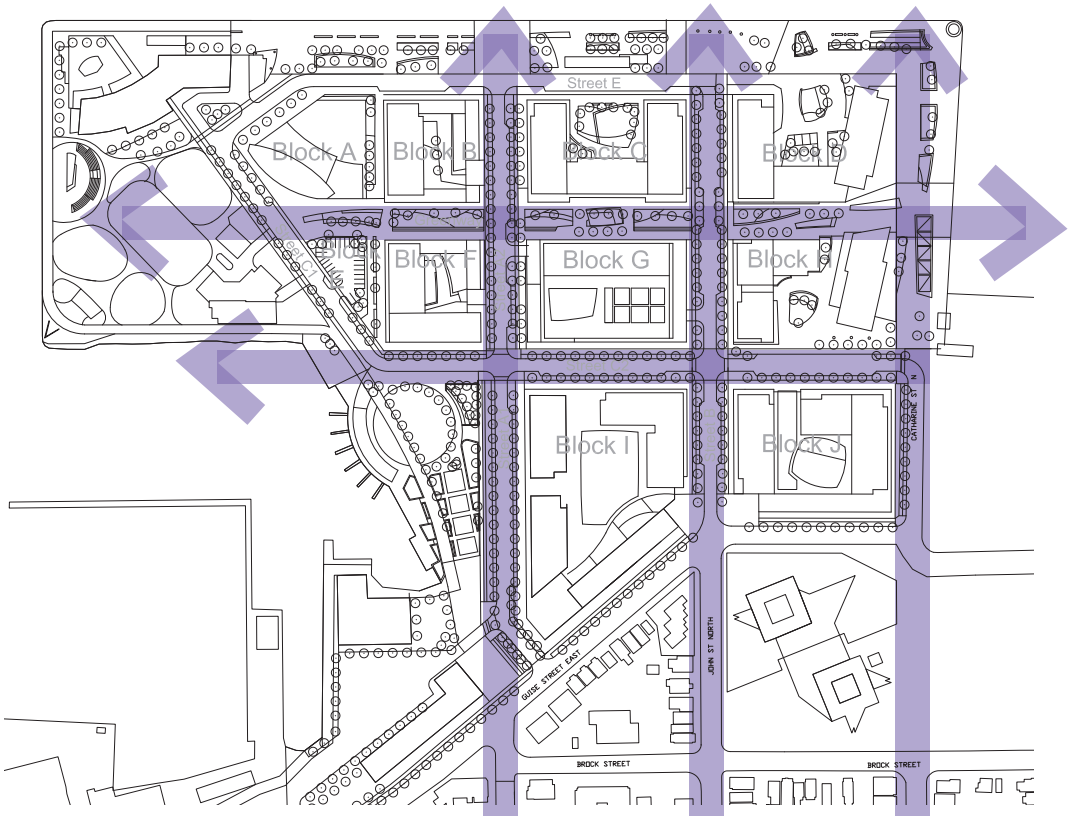
The waterfront spaces should programmed to provide a diversity of activities for all ages with a focus on formal activities such as outdoor events, sporting, festivals and concerts and informal activities like cycling, skating, skateboarding, running and walking. The park design should provide areas of openness and enclosure to facilitate year-round use and natural gathering areas.



3.2.2 Maintain Views to the Water

Key view corridors are maintained from the southern existing neighbourhood to the Harbour. Views to the Harbour from John and Hughson Streets North are maintained along streets A and B. Two new east-west view corridors are established along Streets C1, C2 and the Greenway.

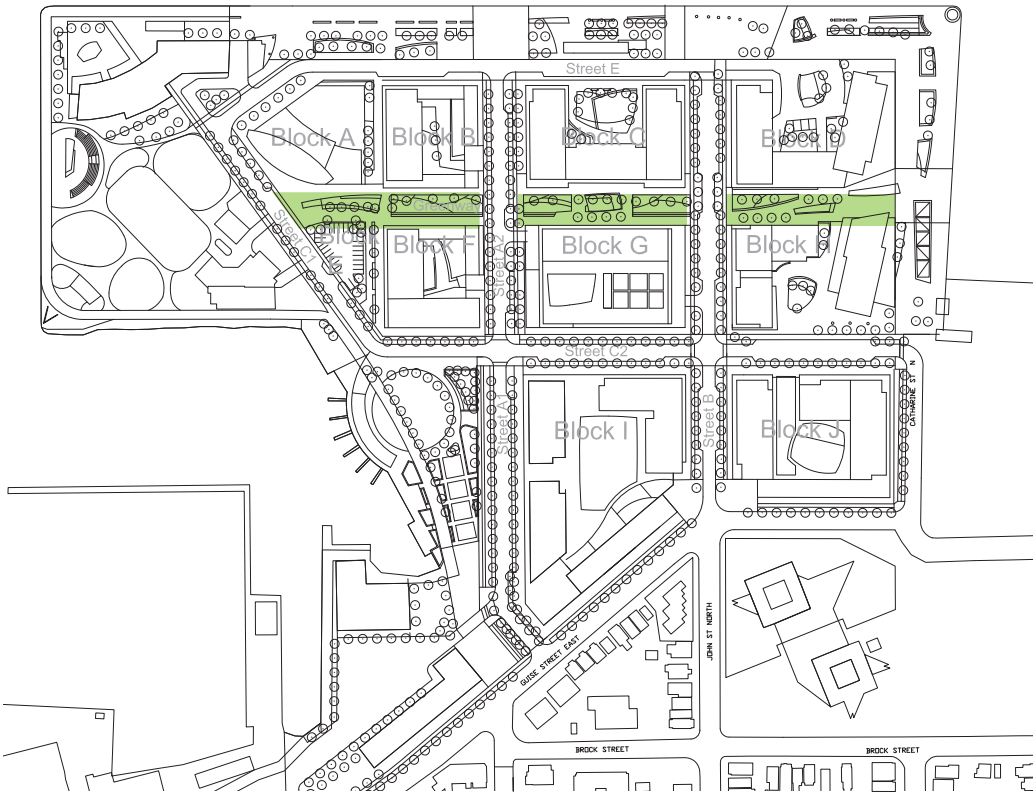
Ensuring clear views to the Harbour both north-south and east-west helps to maintain the porosity of the community, its relationship to the Harbour and the surrounding existing neighbourhoods. The view corridors are essential in highlighting the public edges of the Pier and ensuring that all open spaces are welcoming and highly visible.



3.2.3 A Naturalized Approach to Managing Storm Water

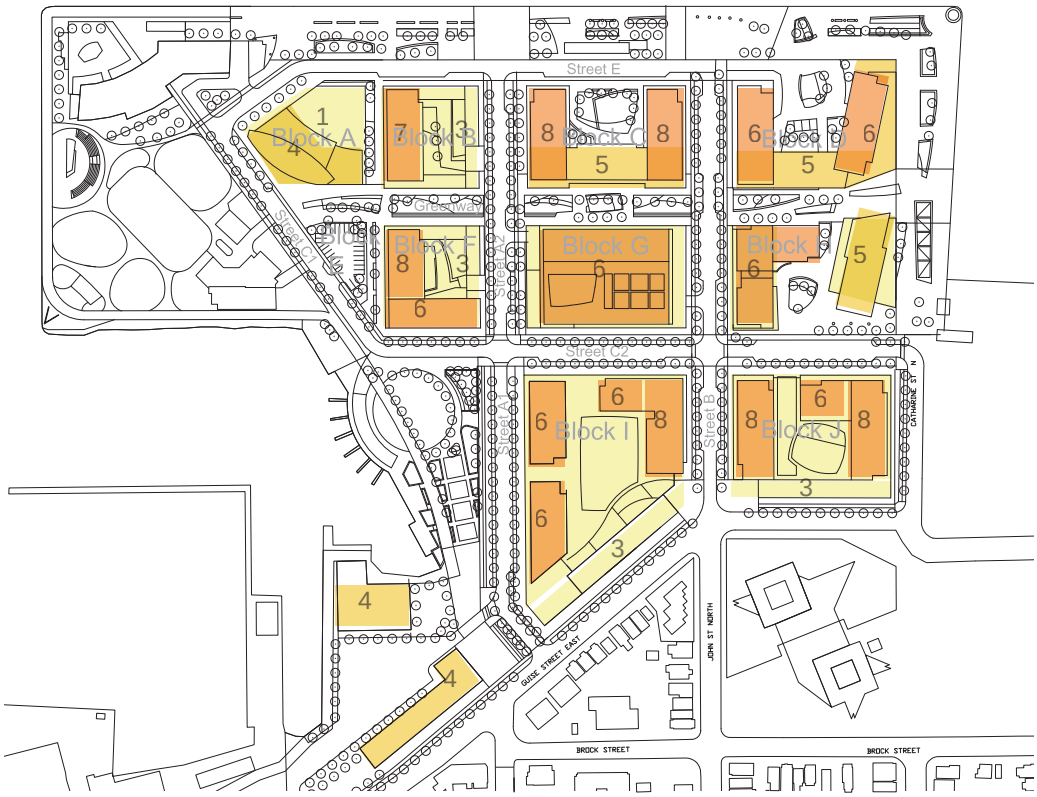
The Greenway is a pedestrian and cycling street which doubles as a naturalized storm water management area. This Green Street will not be accessible to motorized vehicles and will have a combination of naturalized planting and hardscaped areas. The landscape features of the street will be engineered to minimize the overall environmental impacts of future development. If required, the overall water quality can be maintained by having water flow through an oil grit separator and then into the water gardens. The need for oil grit separators will be determined in the detailed design phases.

To support the pedestrian quality of the area, the Green Street will be framed at the ground level with a rhythm of residential entrances. Units will be directly accessible from the pathway. Where institutional or mixed use development frame onto the Green Street, secondary entrances will be provided from the Greenway in addition to those along the adjacent streets.



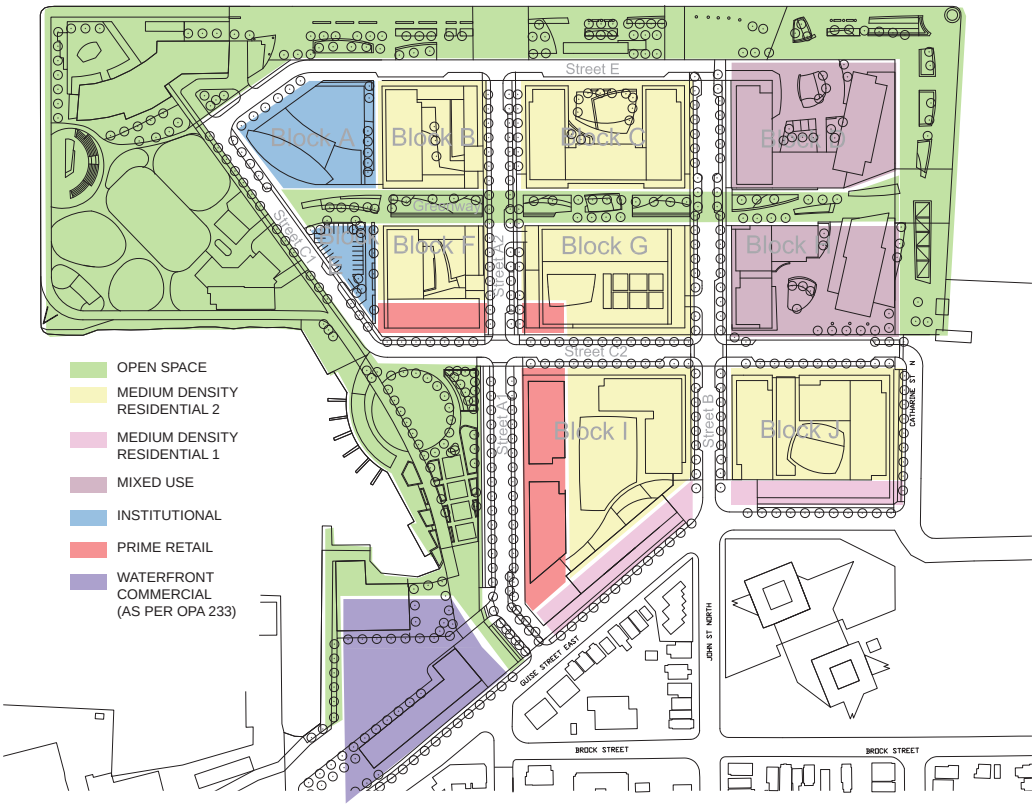
3.2.4 A Variety of Building Heights and Massing

The Secondary Plan identifies the preferred height for Pier 7 + 8 development. These heights range from 3-8 storeys. The range in height allows for taller buildings in the centre of Pier 8 with lower buildings closer to Guise Street and facing the existing open spaces. In addition to the Secondary Plan's massing recommendation these guidelines also recommend that taller building step back at the 4 or 5th storey to minimize shadowing on the streets.



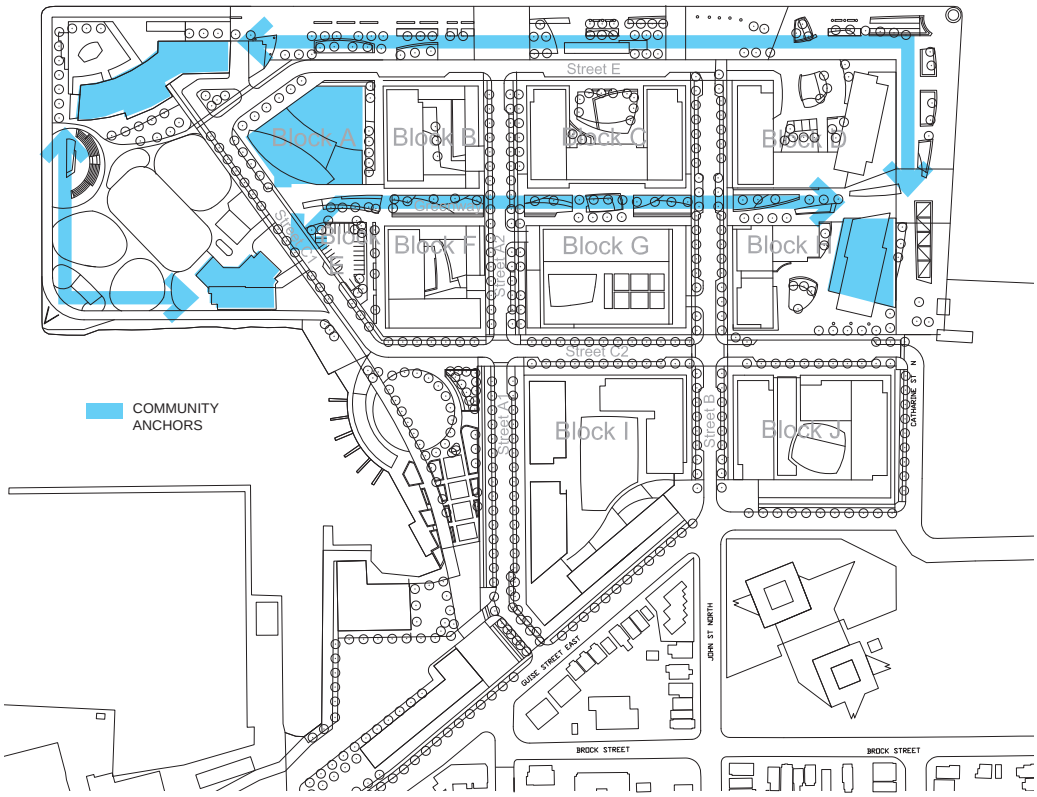
3.2.5. A Diversity of Land-Use

Land uses for the Study Area are defined in the Secondary Plan in the land use designations illustrated below. The plan recommends a combination of retail, residential, parks and open space, employment and institutional uses. The placement of these uses is important to support the vibrancy of the neighbourhood and the activeness of the various community areas. Retail uses are required at grade in the Prime Retail designations on Blocks F, I and G facing onto Streets A1 and C1 . Retail in these areas support the commercial needs of the park and establishing the waterfront as a day long activity zone. Block A is reserved for an Institutional use and has the opportunity to create a strong community core for the Area. A mix of uses are recommended on Blocks D and H. The remaining Blocks B, C, F, G,I, and J are designated as medium density residential.



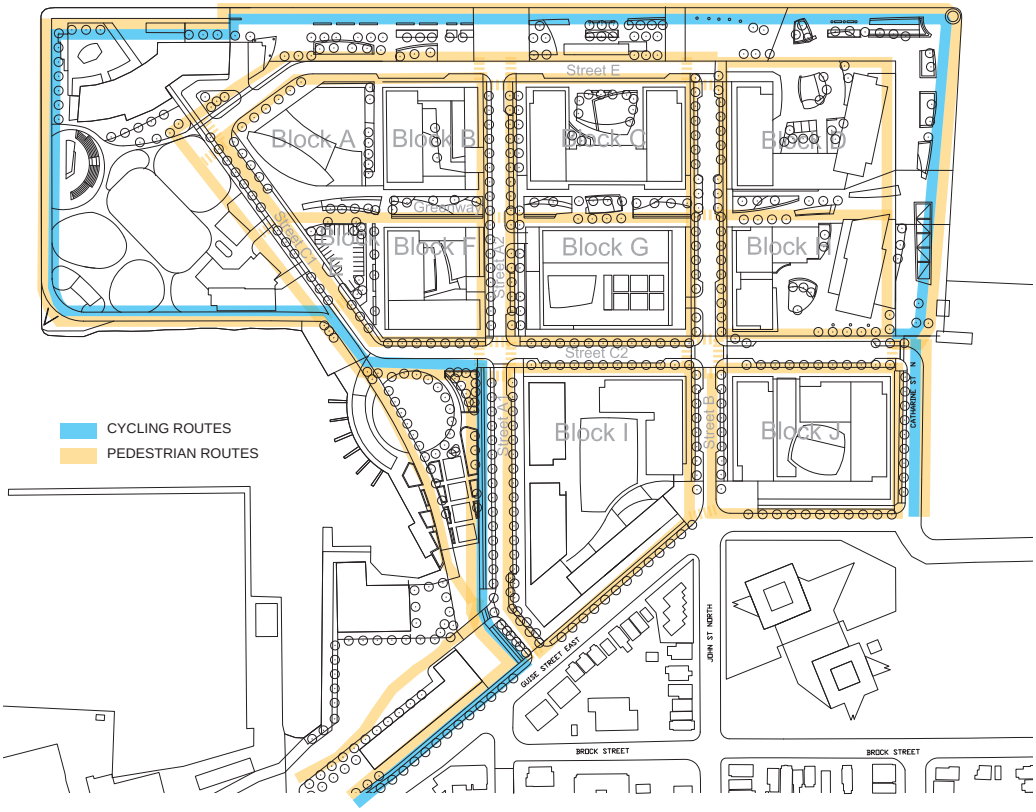
3.2.6. Community and Cultural Uses as Community Anchors

The Greenway is anchored at it's east and west ends with recommended community uses / destinations. These activity anchors are essential to direct pedestrian traffic through the entire neighbourhood and to reinforce the area's vibrancy. Existing activity anchors include existing park uses such as the Sarcoa Restaurant and the William's Coffee Pub. These are recommended to be balanced with future institutional or mixed-use uses within the development blocks. The aim is to create a series of destination anchors that draws pedestrian traffic throughout the community.



3.2.7. A Well Connected Pedestrian and Cyclist Network

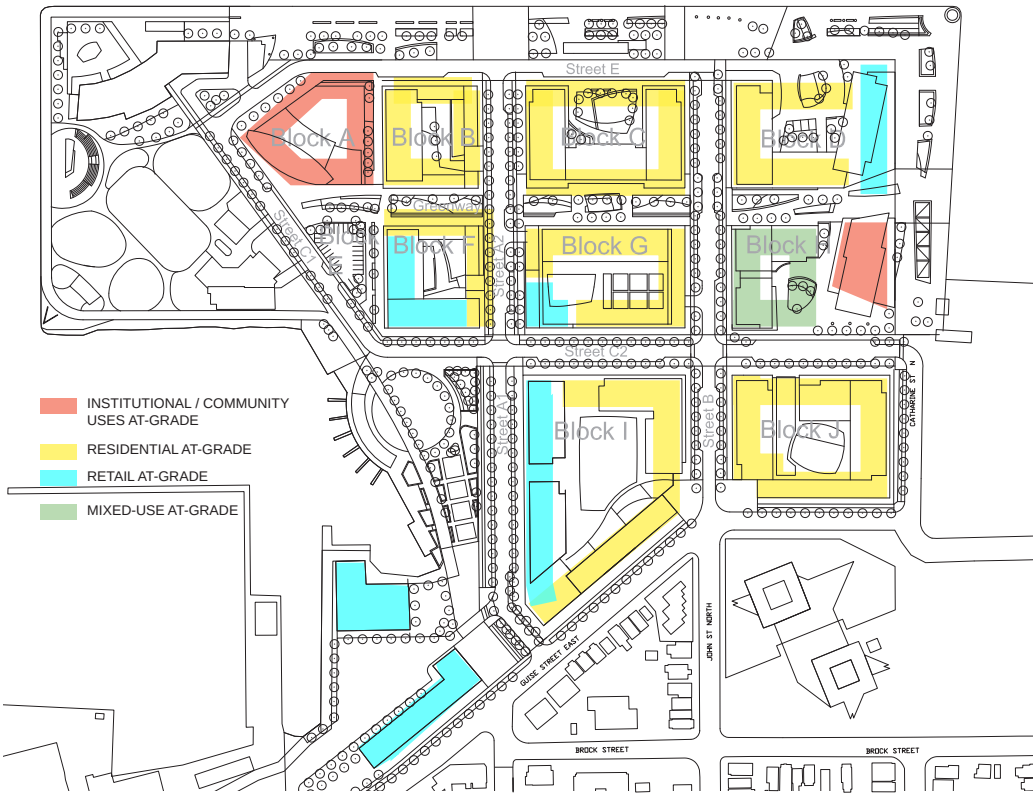
Streets will be designed with an urban character that prioritizes pedestrians, transit riders and cyclists first. The area will have hardscaped boulevards, wide sidewalks, front yards, trees, and a clearly articulated cycling network. The cycling network includes dedicated bike paths (along the water and Street A1) and may include sharrows (shared bike and vehicle lanes) along Streets B and A2. This fine grain network will also be supported with transit access through the neighbourhood.



3.2.8 Ground Floors Framed by Active Uses

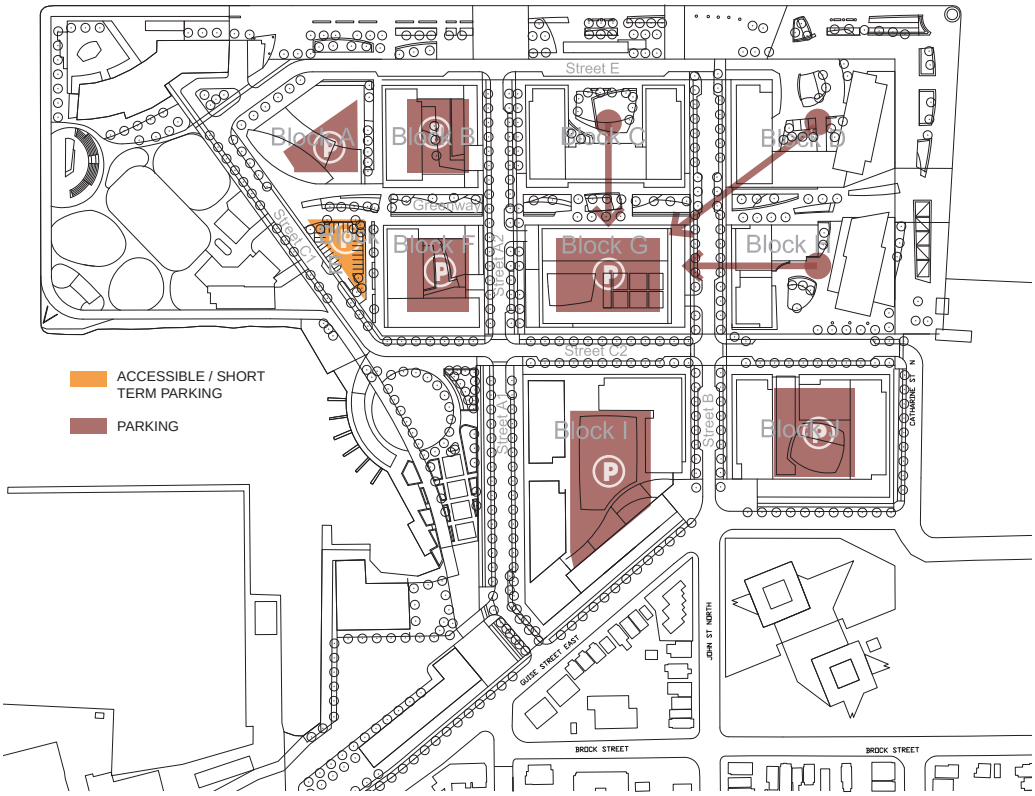
In the residential areas, the streets will be defined with individual access to residential units at-grade. This rhythm of residential front yards will provide direct access from the streets to the ground floor units. At-grade uses other than residential will have large windows along the streets with entrances and views into the buildings.

This approach to at-grade conditions will help to ensure a positive public / private relationship between buildings, their users and the street. This is important as it contributes to the overall character of the community as a walkable and inviting place.



3.2.9. A Mix of Centralized Parking and Parking within Development Blocks

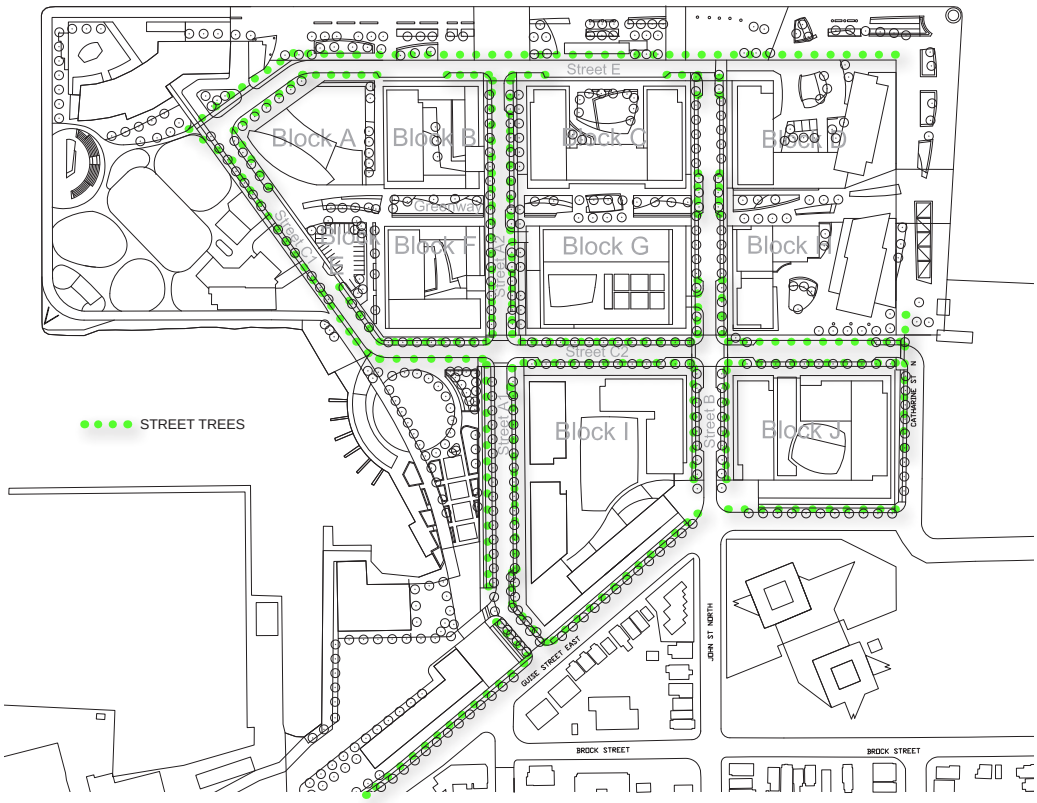
With the influx of visitors and new development on the Piers it is important to provide the right amount of parking. This document explores two separate approaches to meet the parking requirements for the community. The preferred approach is to provide a centralized parking garage located on Block G. This garage is wrapped with a combination of residential and commercial units for the first two floors and will be screened on the floors above. This design recommendation would require a Secondary Plan Amendment (as discussed on page 95). The Centralized Parking Garage would provide public parking for the area and could provide some of the residential parking for the surrounding development blocks. In the demonstration plan Blocks C, D and H all have residential parking spaces located within Block G. Blocks B, F, I and J accommodate the residential parking requirements on their respective sites. The alternate approach to parking, where parking is included in each individual site (including C, D and H), is described in Section 5 of this report. In both options, each site will require accessible and amenity parking spaces to accommodate the needs of the residents. Public parking is also provided on-street and within Block E. Block A will also have parking located interior to the site.



3.2.10. A Network of Green Streets

In addition to the Greenway, all streets in Pier 8 are recommended to have tree planted on both sides. Trees are recommended to be planted in such a manner that maximizes tree health and longevity. Techniques such as in continuous tree trenches and/or soil cell technologies should be considered. Establishing an expanded tree canopy for the area is important to create an inviting pedestrian realm and to reduce the overall heat island effect of the community. All new streets will also include sustainable Storm Water Management features.

The configuration of loading areas, drive entrances and lay-bys should be coordinated in a manner to maximize the planting of new trees.



4.0 COMMUNITY GUIDELINES


PIER 7

4.1 AREA CHARACTER

Pier 7 + 8 will have a continuous waterfront park with direct views to the Harbour, urban streets with double rows of trees, a network of sidewalks and bike paths, easy access to transit, sustainable energy and water management, and a linear east west park that filters storm water while providing sheltered outdoor space for the community and its visitors.

The area's parks, streets and buildings are recommended to have a diversity of modern styles and high quality materials. Diverse design styles in the open spaces and development blocks will be essential to achieve a vibrant new waterfront area in keeping with the desired character recommendations. The guidelines in this section provide direction on how to achieve that diversity.

4.1.1. General Park Design

There are three key open spaces in Pier 7 + 8. These are the Gateway Park, the Greenway and the Waterfront Park (see diagram facing page). In addition, each area will need to be defined by their unique character and siting while maintaining a cohesive area wide circulation pattern.

Cohesion and continuity of experience within each open space will be created through the coordination of design themes, choice of materials, scale of structures, street furniture, signage and other elements. These themes will also be apparent through the streetscape and public realm designs. Open spaces will include a mix of naturalized and formally designed areas. A strong focus will be placed on formal/informal gathering spaces and passive/active program zones.

- Planning of all annual, perennial, shrubs, and maintained green spaces should include creating operational funds for future maintenance.
- The design and siting of buildings around open spaces should consider shadows, wind and other micro-climate effects on the surrounding landscape. Buildings should be designed to encourage all-season use of the outdoors and support healthy plant and tree growth. Examples of this include, large overhangs, programmed outdoor roof spaces, and selection of flooring materials that transition seamlessly from indoor to outdoor.
- Building edges that face open spaces should be programmed and designed to facilitate shared and complementary uses that blend indoor/outdoor activities with multiple entrances and expansive glazing.
- The history of the area should be reinforced in the landscape design and future public art projects. A public art plan should be developed to address key themes, locations and content with an aim to celebrate the City's Heritage.

4.1.2. Waterfront Park (Future Corridor) (# 1 on Pages 28-29)

An overview of potential park programming for the Waterfront Park is provided on pages 28-29. The recommendations below provide additional guidance on the character of the Park's Design.

- The new linear Waterfront Park should be divided into a series of active and passive program areas. These areas can include tables, seating areas,

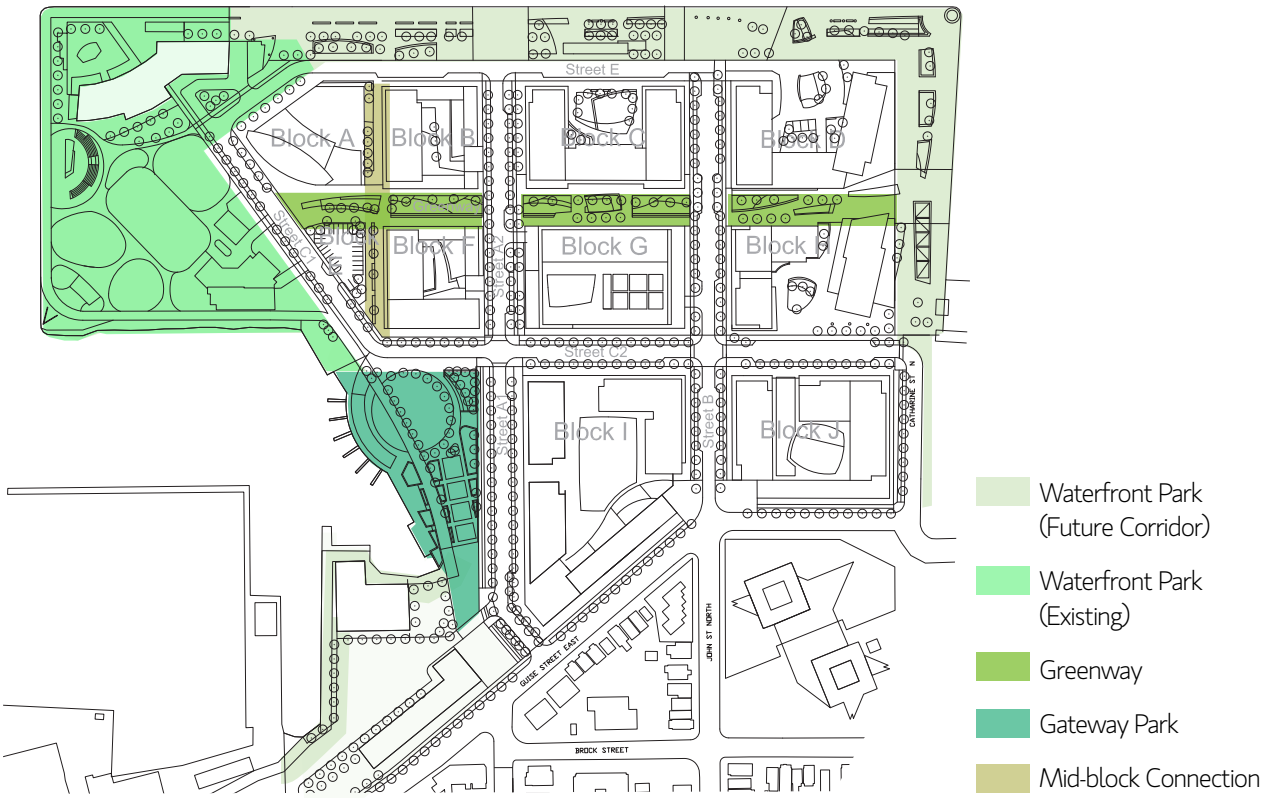


Diagram showing recommended open space network

open spaces for exercise classes, a sand beach, playgrounds, etc. (see Pages 28-29 for potential organization of activities).

- To celebrate the city's heritage and the area's marine heritage, it is recommended that the existing shoreline conditions on Pier 8 be maintained with the ability to moor large boats along the entire edge of the park.
- Larger format informal gathering spaces should be located in the view terminus locations to maintain the views to the Harbour and to enhance wayfinding capabilities to park activities (item # 17 on Pages 28-29).
- The Waterfront Park can vary in landscape character from formal to informal to attract a variety of users. Formal areas should have benches, tables, shade shelters, etc (items # 15, 16, 20, 23 and 24 on Pages 28-29). Informal areas should be open areas with large hard surfaces that can be programmed with flexible seating or booked for exercise classes or events (items # 2, 17, 18, 19 and 22 on Pages 28-29).
- A continuous 6 metre wide multi-use trail should be included within the linear waterfront park. This trail includes separated cycling and walking areas (item # 12 on Pages 28-29).
- Secure bike parking should be located along the length of the trail. Activity areas should have additional bike parking areas to accommodate users.

4.1.3. Waterfront Park (Existing) (#2 on Pages 28-29)

- The existing recreational area is part of the Waterfront Park. It includes the winter and summer skate area, William's Coffee Pub, Sarcoa Restaurant, and a large grassed area.
- Future additional walkways to the park and within the park should be introduced to facilitate more east to west connections.
- New pathways should be configured in a curvilinear form framing the skating area, connecting to the new sunset amphitheater and providing a strong soft landscaped anchor to the Greenway.

4.1.4. The Greenway (# 4 on Pages 28-29)

- The Greenway should incorporate planting that is supportive of local insects and appropriate wildlife, including butterflies, birds and bees. Only non-invasive plant species shall be used.
- A combination of rain garden, bio-swales and dry ponds should be integrated into the design of the Greenway.
- The Greenway should incorporate cycling and walking trails.
- The Greenway will be owned by the City and could be constructed and maintained by the adjacent developments as a condition of development approvals.
- Plant species should be selected to be drought tolerant (if not located within rain gardens or bio-swales) and to respond to their specific urban/ solar environments.
- A key criterion in the evaluation of design should be based on how the landscape can enhance the area's natural environment.

4.1.5. Gateway Park (#3 on Pages 28-29)

- The Gateway Park could be designed as a spill out space for the adjacent retail uses along Street A1 and from Pier 7.
- The park should have large open areas for outdoor market booths, seating areas and potential locations for food trucks or concessions.
- The park should contain elements (landscape or public art) that reflect the marine and industrial history of the Pier 7 + 8 sites.
- A mix of soft and hard landscaping should be used to frame a large boardwalk along the water (+/- 6 m) and a large gathering space in the centre of the park.
- Seat walls should be provided for informal seating during waterfront events.

4.1.6 Mid-Block Connection (#13 on Pages 28-29)

- Mid-block connections are important to maintain access between changes in land-uses or to link open spaces and should be provided between buildings.
- Where residential uses face on to a mid-block connection they should have unit entrances directly accessible from the walkway.
- Where institutional uses face a mid-block connection the building should have secondary glazing looking onto the walkway. The size and scale of the glazing should be appropriate to the abutting use, i.e. large glazed public spaces would not be an appropriate adjacency for an abutting residential property.

4.1.7. Block Size & Character

The development blocks are compact (maximum width of 90m) and have a very walkable scale. Should multiple blocks be combined together, the community network of open spaces, and pedestrian / cycling connections recommended through this plan must be maintained.

4.1.8 Accessibility

People of all ages and abilities should be accommodated in the design of the open spaces and buildings. The Pier 7 + 8 area will be designed through a lenses of accessibility using the existing City Standards including The Barrier Free Design Guidelines and The Pedestrian Mobility Plan. At a minimum all new landscape designs and architecture should be built to standards outlined in the Accessibility for Ontarians with Disabilities Act (AODA). Special attention should be paid to the park activity zones to allow people of mixed abilities to enjoy the park facilities together. All future development will need to accommodate the AODA access and parking requirements.

4.2. INFRASTRUCTURE

An objective for redevelopment at Pier 7 + 8 is to reduce the ecological footprint of the community and to minimize life cycle costs. This is to be achieved through a holistic design approach to development that considers the natural conditions of the site and the sustainability opportunities that arise when planning a new community from the very beginning. Designers will be asked to further the area's sustainability goals through consideration of the following:

- Pier 7 & 8 redevelopment should consider the use of geothermal energy systems, district energy, solar and wind energy capture, sustainable on-site storm water management and shared utility distribution networks.
- All infrastructure systems should be designed as an integral and inseparable component of the community and not as an afterthought.
- Storm water should be managed both in public streets and open spaces, and also on-site as a design feature for the area using best practices in water quality management.
- Life cycle cost analysis should be used when evaluating infrastructure designs.
- Alternate energy sources such as wind or solar should be encouraged in the schematic design phases of each development project.
- The landscape and architectural design of the community will highlight its sustainable features.
- Landscape architectural design will prioritize the use of indigenous, non-invasive plant material and will promote biodiversity, stormwater management and creation of shade.
- To offset infrastructure requirements, development blocks should retain a minimum of 10mm runoff volume for each block, through green roofs, rain gardens, tree planters and grey water use.

4.3. STREET DESIGN

Streets should be designed in a comprehensive manner that considers the placement of trees, sidewalks, bike circulation, vehicular travel lanes, on-street parking, pedestrian and street lighting, transit, above- and below-grade infrastructure, loading and servicing, access drives and storm water design. The design of the streets should consider the City's Transit Demand Management Guidelines for Development and the Street Furniture Placement Guidelines.

- All streets should be designed with a priority on pedestrian circulation as well as cycling where appropriate.
- Where dedicated bike lanes are identified around the perimeter of Pier 8, they will be separated from automobile traffic.
- Where separated bicycle lanes are not provided, signage and road markings, such as sharrows, should be included that identify the street as a shared corridor between vehicles and bicycles (specifically on Streets A2 and B).
- Streetscape designs should incorporate continuous tree-lined boulevards that safely separate pedestrian and automobile traffic. The hardscaped tree-lined boulevards should assist in reduced vehicle speed and the heat-island effect. Tree health can be encouraged with the use of soil cells and tree trenches.
- Treed streets should connect the neighbourhood to the surrounding waterfront park and should provide enhanced pedestrian and cycling facilities.
- Safe and comfortable transit shelters should be incorporated into the streetscape design at all transit stops.

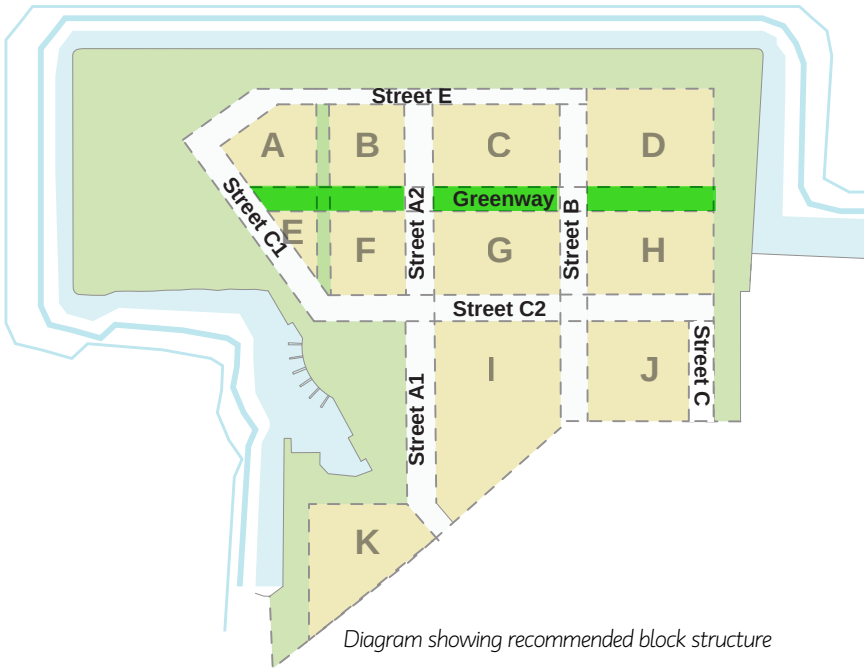
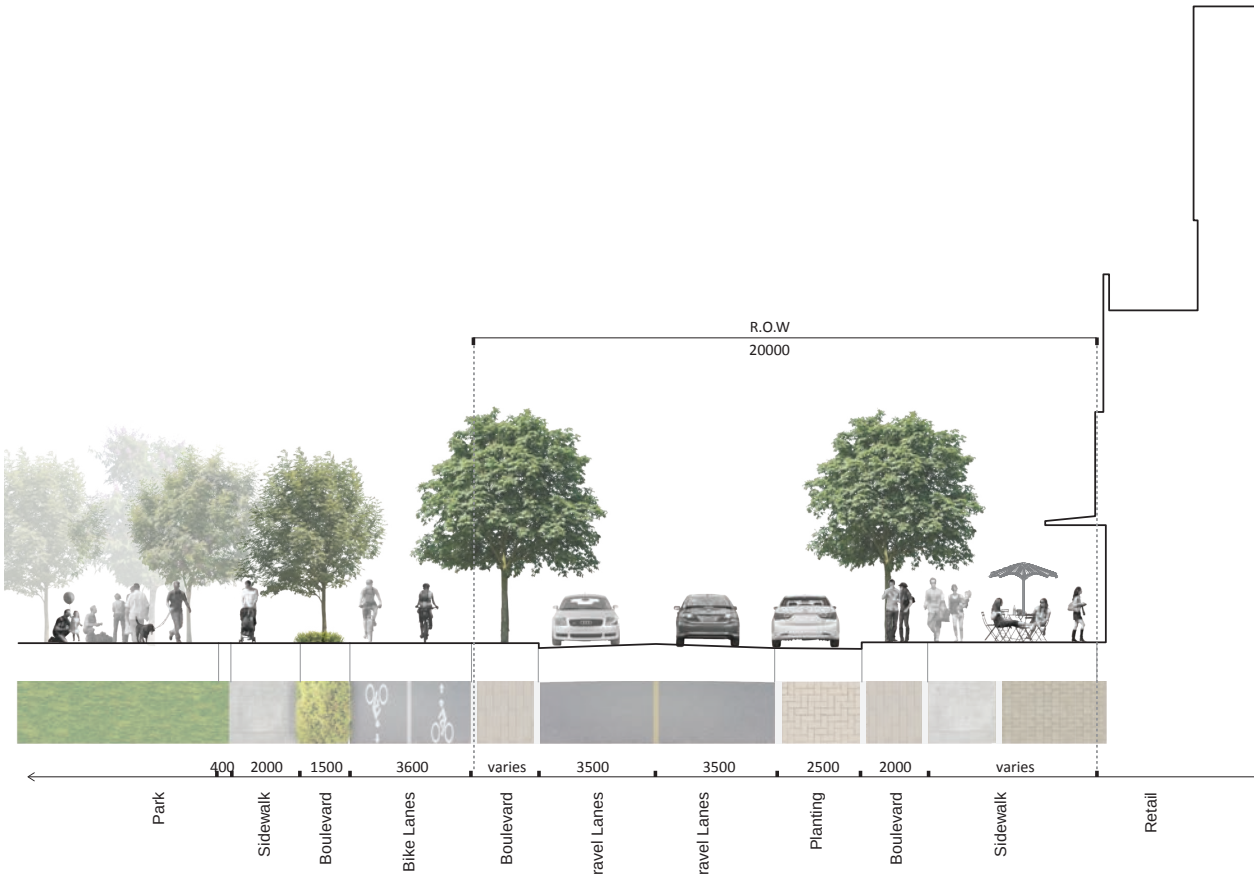
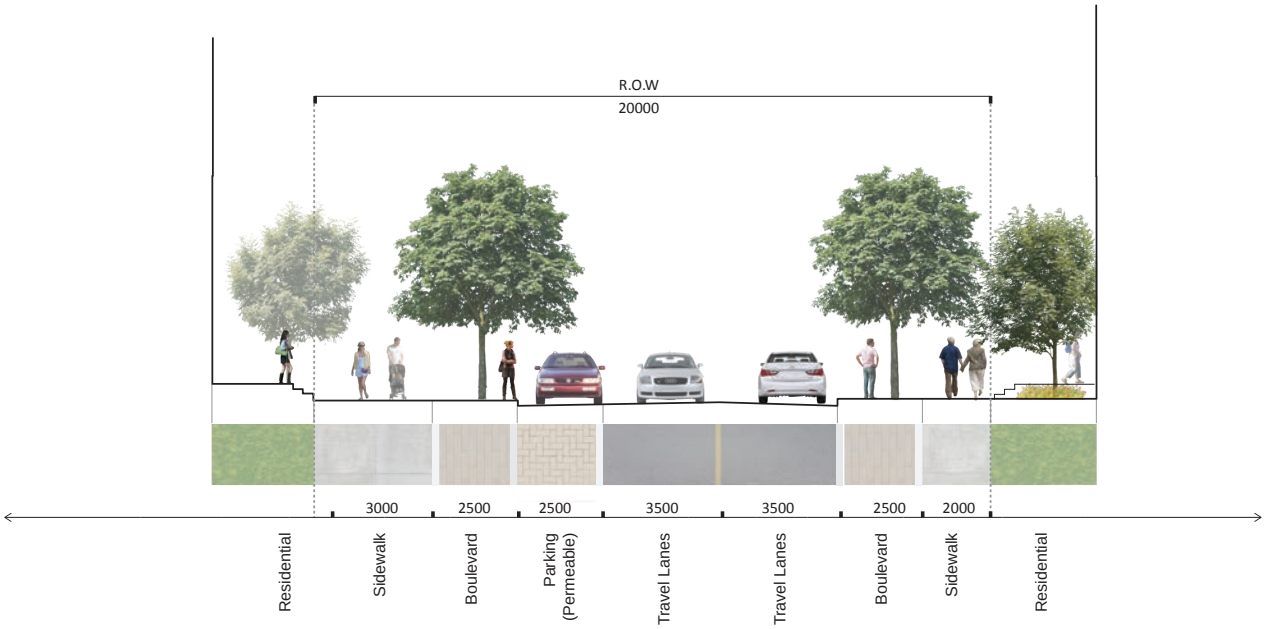


Diagram showing recommended block structure



Streets A1 and C1 - Park Corridor: Retail Street Facing The Gateway Park



Street A2, B and C2 - Residential Street

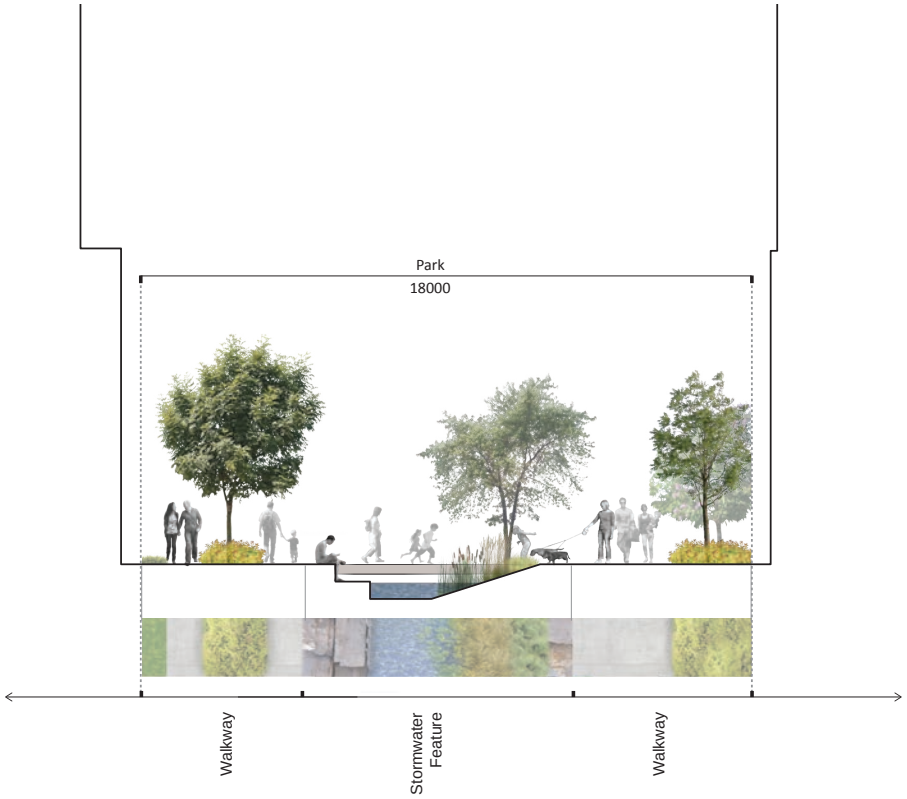
(Where possible parking on both sides may be considered should if a 2 m sidewalk and 2m boulevard can be retained)

- Street lighting, furnishings, pavement treatments and transit infrastructure should be consistent with the Park's focus on design excellence and innovation. Due to the area's significance a non city standard street furnishing palette may be warranted.
- Roadway lane widths should be adequately sized as shown in the street sections and should not be oversized.
- Roadway design should incorporate design measures so that posted speeds are respected and not exceeded, such as bump-outs, tree planting, on street parking and well marked pedestrian crossings.
- Decision-making that affects transportation options should favour modes of travel in the following order: walking (including assisted-mobility devices); cycling and other non-motorized vehicles; local buses.
- Block designs should accommodate carpooling and car-sharing; small, fuel-efficient and/or alternative fuel vehicles; conventional cars and trucks.
- All streets, sidewalks and paths should be designed for AODA using City Standards and guidelines including the City's Urban Braille sidewalk program.
- The design of streets and paths should prioritize walking and cycling, and should ensure connectivity between the residential areas, the open spaces and public transit.
- Paving material for paths and sidewalks should be aesthetically pleasing, accessible, balance the need to design for low-maintenance, traffic calming, surface permeability and a reduced urban heat island-effect. Sidewalks / clearways should be no less than 2m.
- LED lighting should be provided along pedestrian and bicycling routes wherever possible.

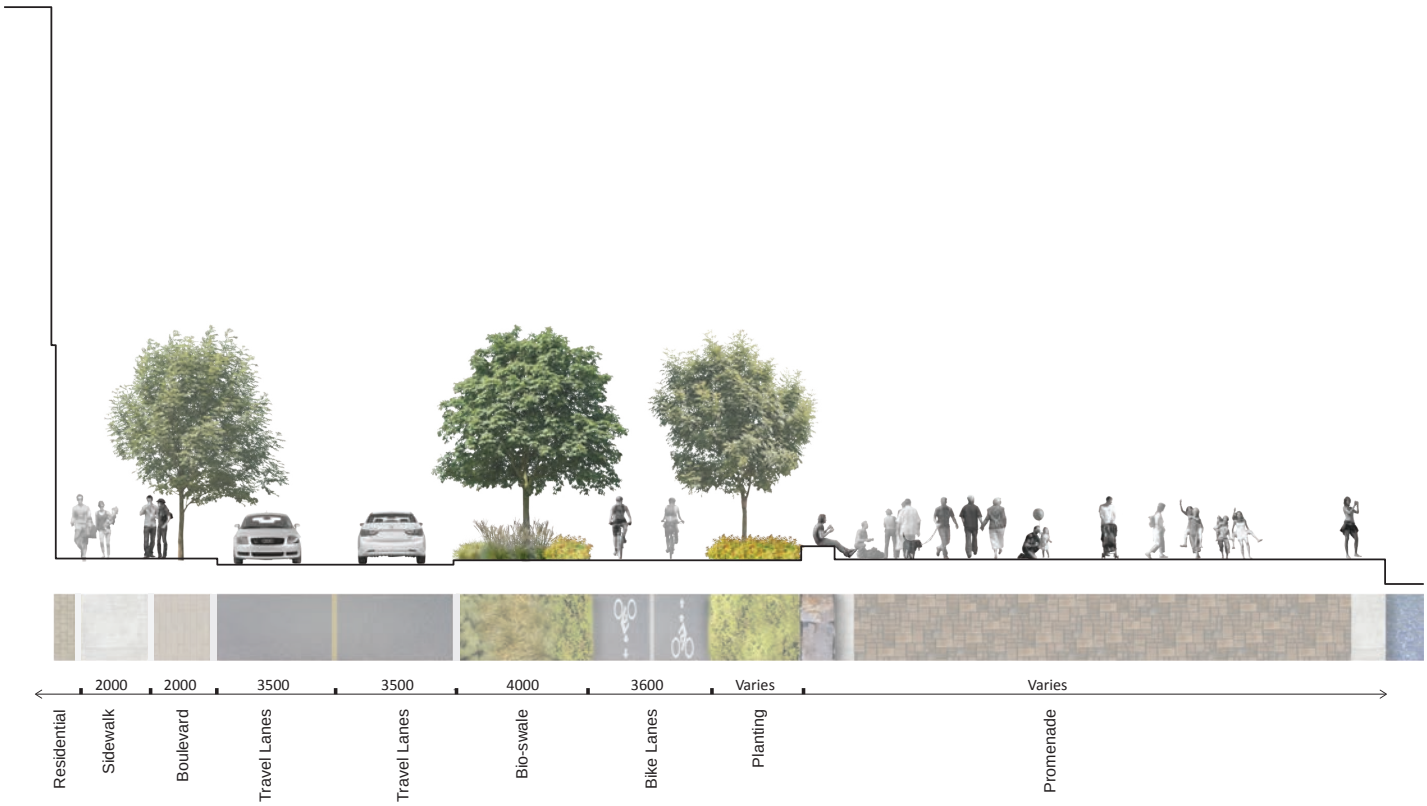
4.3.1. Transit Network

Pier 7 + 8 enjoys good access to bus transit, is located within walking distance of the downtown and close to the West Harbour GO Station. In the future, local transit service will likely need to expand the meet the travel demands of residents and visitors. All development shall be in keeping with the City's Transit Oriented Development Guidelines.

- A transit stop's location and character should be integrated in both materials and placement with the streetscape design. The stop's design should consider unimpeded pedestrian flow, weather protection for transit users, well placed signage and a compatible finishes palette.
- A minimum of one western and one eastern transit stop should be provided within the community. Streets will be designed to accommodate standard transit buses.
- Direct walking and cycling access to transit should be integrated within all areas of the Piers.
- New development should be compact to utilize transit infrastructure efficiently. Compact development should support walking, cycling and public transit encouraging a healthier lifestyle.



The Greenway - Pedestrian+Cyclist+Stormwater Channels



Street E - Single Sided Residential Street along The Pier

- Bus shelters, sidewalk canopies, shower facilities (in retail and employment uses), shared bicycle stations and preferential bicycle parking at transit stops should be integrated into all new development.
- Transportation Demand Management should be considered wherever possible including IT monitoring, employer-subsidized transit passes, condominium-subsidized transit passes, paid parking, staggered work hours, telecommuting, and a scheduling service to facilitate car sharing and carpooling.

4.3.2. Pedestrian Network

- Pedestrian systems should be designed to perform safely and comfortably in all seasons and should consider weather-protective elements where appropriate. These could include covered walkways, wind breaks, canopies and porticos.
- All streets within Pier 7 + 8 should have sidewalks on both sides.
- The pedestrian network will be designed in consideration of the City's Pedestrian Mobility Plan and the Transportation Demand Management Plan.
- Sidewalk widths are recommended to vary in strategic locations to create interest and accommodate special uses such as shaded seating areas, outdoor restaurants, retail, performance spaces and market stalls. Sidewalks should be no less than 2 metres wide in residential areas. Along significant retail or mixed use building frontages, for example facing along the east side of Street A1, wider sidewalks should be considered up to 5 metres.
- A buffer between pedestrians and moving vehicular traffic should be created through boulevards with street trees and, where possible, on-street parking.
- City of Hamilton Guidelines and Standards will be used to clearly define areas where pedestrians may encounter bicycles and vehicles along their route (at drive aisles, crosswalks and intersections).

4.3.3. Cycling Network

- The design of the cycling network should consider the City's Cycling Master Plan and Transportation Demand Management Plan.
- Provision for bicycling shall be made on all streets.
- Where streets are not adjacent to separated bicycle lanes, signage and road markings should be provided that identify the road as a shared corridor between vehicles and bicycles.
- Cycling should be accommodated in all development plans by providing for secure bicycle parking for visitors, residents and employees.
- Bicycle parking will be provided at public transit stops, where possible.
- Bicycle parking should be placed closer to front doors and key destinations than automobile parking.
- Where bicycle lanes are located close to sidewalks, bicycle lanes should be clearly signed and demarcated using distinct materials to avoid pedestrian/cycling conflicts.

4.4. PARKING

With the influx of visitors, new employees and new residents to Pier 7 + 8, it is important to provide the appropriate amount of parking. A surplus of parking will discourage transit and cycling while a deficit of parking can create difficulties for residents, causing parking to overflow into adjacent areas and provide a strain on local retail. To maintain this balance, the parking needs of the community will need to evaluated in an on-going manner.

For Pier 7 + 8, a variety of parking solutions will be employed to meet the area's needs, structured public and private parking and on-street parking. In the longterm, surface parking lots will be replaced with structured parking.

4.4.1. On -Street Parking

- On-street parking should be available for area visitors to reduce off-street parking needs, improve parking efficiency, and buffer pedestrians from traffic.
- On-street parking is not recommended to supplement the residential parking supply and is anticipated to help meet the needs of visitors to the area.
- The design of the linear waterfront park could have areas with a rolled curb that can accommodate front-in parking spaces facing the water. These parking area are not recommended to be located within the view termini. Access to these parking spaces should be controlled through removable bollards to prevent use during busy summer and shoulder season months (see sample bollard image on adjacent page).

4.4.2. Parking Structures

- Access to structured parking should not face onto open spaces or the waterfront opposite Streets A1, C1 and E. Ramps at street corners or view termini should not be permitted.
- Parking structures should include parking on the ground floor for: bicycles, motorcycles, mopeds, e-bikes, small cars, electric car parking with charging stations and accessible parking.
- The ground floor and second floor of parking structures facing streets or public open spaces should contain occupied areas for uses other than parking.
- Above the second floor the parking structure should be shielded from view via architectural screening or alternative method.
- Where residential or retail units frame a parking structure, the structure should be designed as an architecturally attractive element integrating landscaping and 'green' technology such as green walls.
- Parking structures should be designed with the ability to be retrofitted into usable space should the area's demand for parking be reduced in the future.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- The central parking structure located on Block G should be designed to accommodate additional levels of parking should they be required in the future.

4.4.3. Surface Parking

- While it is recognized that some surface parking may be required in the short and medium term, surface parking is not considered a sustainable long term land-use.
- The existing Pier 7 + 8 naturalized parking areas could be retained for the short and medium terms and be replaced with development over time. In the long term only small amounts of pocket surface parking should be considered within Pier 7 + 8.
- Surface parking areas should not be permitted in front of buildings facing streets (except for on-street parallel parking).
- Priority parking spaces should be provided for community car share parking.

4.4.4. Sustainable Parking

- Within both private and public development, priority parking spaces should be provided for car share stations.
- Within both private and public development, priority parking spaces should be provided for electric cars as well as the provision for electrical supply stations (in private development) and their expansion should be provided for in utility designs.
- As parking needs change it is recommended that parking lots and structures be designed in such a way that they can be converted to other uses when no longer required for parking.

4.5. BUILDING DESIGN

The Pier 7 & 8 vision focuses on creating a sustainable and contemporary architectural expression that will set a precedent for innovation and design excellence. Replication of historic styles will not be used within the design palette; modern reinterpretations are allowed.

4.5.1. Articulation

Building articulation refers to the organization of building façade elements including walls, entrances, roofs, windows and projections or recessions. The articulation of buildings is of particular importance at the street level. This will enhance the spatial experience of residents and visitors within the area.

4.5.2. Façades

Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break up the façade. Similarly, buildings should not have blank façades. The side façades should have a design and materials standard equal to the front façade. At Pier 8 all buildings will have 4 prominent elevations; this will need to be addressed throughout design. Façades at the base of the building, particularly those which face streets, parks, and open spaces, should exhibit increased architectural detailing to give attention to the prominence of these building faces. Buildings with frontages exceeding 25 metres in width should be divided into functionally and visually smaller elements through the use of façade articulation, courtyards, and networks of connected walkways and landscaping.

4.5.3. Access to Views and Daylight

Buildings should be designed to capitalize on opportunities for natural daylight, which can be accomplished through efficiencies in building footprint design, window design, reflections, ceiling design, light filtering, and building orientation. The choice of building materials, as well as the exploration of various construction methods can also be used to improve access to natural daylight. Such strategies include the integration of external shading and control devices, glazing materials, window location, reflectance of room surfaces, and integration with electric lighting controls.

Primary entrances should face public streets and be directly accessible from sidewalks. They should be designed to provide weather protection, and can include features such as awnings, recessed entries, front porches, and porticos. Secondary entrances should not be dominant, but should be easily accessible and convenient to service, loading and parking areas.


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The design and location of building entrances should adhere to the principles of Crime Prevention through Environmental Design. For example, building entrances should provide visibility between indoor and outdoor areas to enhance opportunities for natural surveillance. Likewise, in apartments, pedestrian access to parking and service areas within the principal building should be situated near exposed communal areas (i.e., exercise areas or meeting rooms).

4.5.4. Windows

Windows provide a visual connection between the interior and exterior of a building. They create opportunities for natural lighting, energy savings, enhanced architectural character, and casual surveillance. The following guidelines aim to promote the effective placement and design of windows for the purpose of achieving these goals throughout the community.

Buildings facing or flanking a street, lane, park, semi-private open space or public open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and the public street. To assist in this, housing should be designed with habitable rooms (i.e., living room, dining room, kitchen) facing the street to enhance safety through `eyes on the street`.

Window design should be primarily an expression of the interior dwelling use (i.e. larger windows in more public rooms, such as living rooms, kitchens, etc.). Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings. Skylights and clerestory windows are encouraged to enhance natural light. Skylights should be coordinated with other roof and building elements and located behind the roof ridge away from public view. Clerestory windows should be detailed to provide a structural and coordinated connection between the building wall and roof.

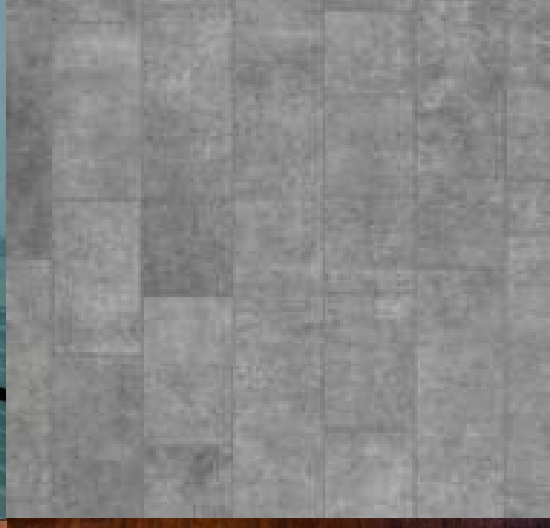
A high level of glazing is recommended on new buildings but designs with large amounts of glazing spandrels would not be in keeping with the preferred architectural character.

4.5.5. Materials

Building and site materials should be of high-quality and enhance the expression of contemporary design excellence. Variety in materials is recommended from block to block and building to building.

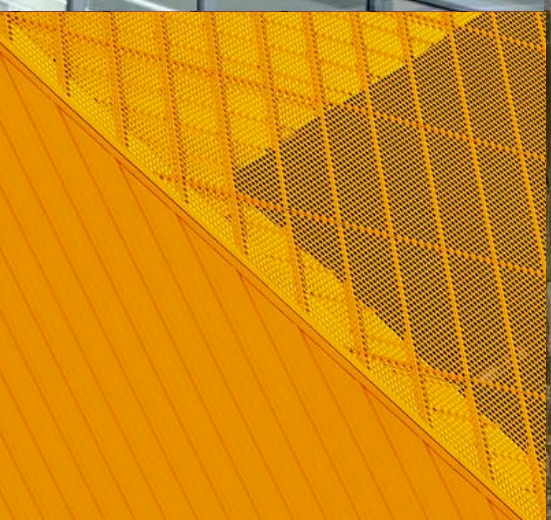
- Materials should be selected based on their appropriateness and sustainability properties. For example, wood is not an appropriate material to direct water runoff but can be appropriate for screens, soffits and canopies.
- A variety of material textures are also recommended throughout the neighbourhood. This variety adds to a positive pedestrian realm and gives the development a visual richness.
- Building design and materials will be subject to review by the City of Hamilton Design Review Panel and may be subject to more detailed recommendations relative to sustainability features and life cycle energy analysis.
- Façades facing streets, sidewalks and public open spaces should be composed of large areas of transparent glazing to encourage pedestrian interaction and enhance safety.
- A priority should be placed on integrating salvaged heritage features and materials into new development, such as wood decking or building material or marine objects.









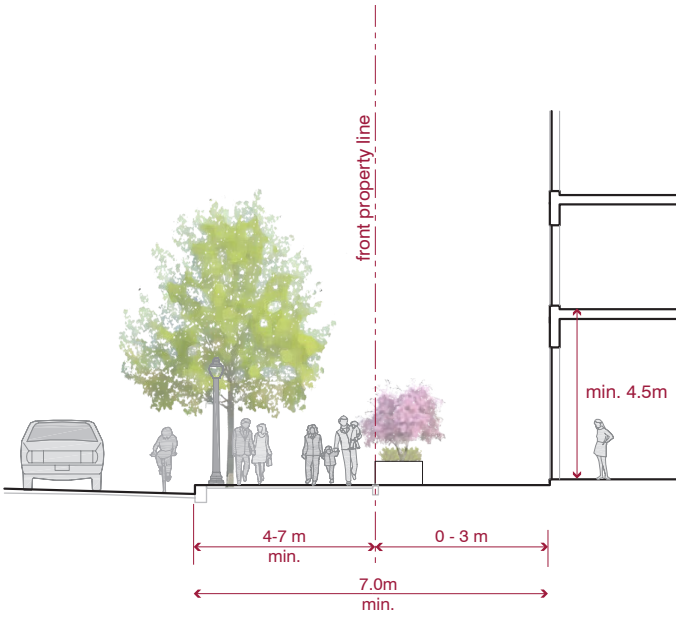
4.6. Ground Floor Design

The lower floors of buildings convey community character. It is the intention of these design guidelines that the lower floors of buildings should exhibit the greatest amount of architectural detailing with a special attention toward framing a vibrant pedestrian realm.

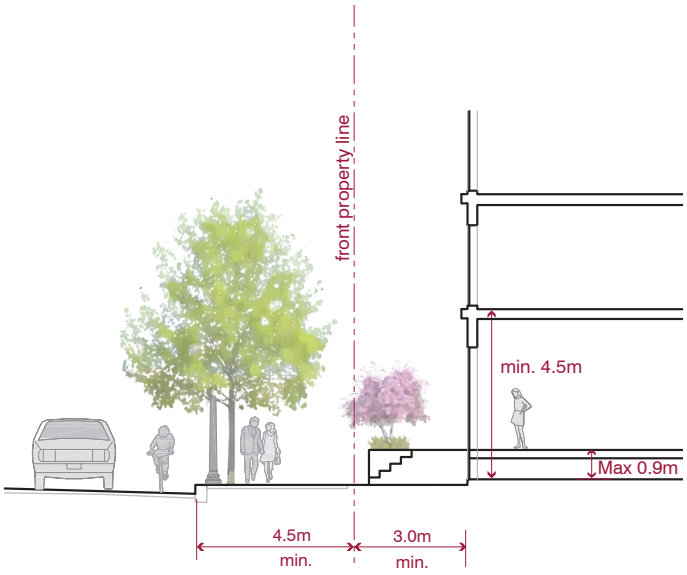
- Small arrival areas and courtyards should help break up building facades and highlight public entry points to buildings.
- A sense of arrival to buildings should be created by unique design and architectural detailing of entrances. This will also help to break up the continuous streetwall.
- The priority for commercial ground floor space should be publicly oriented uses such as cafés, small scale retail, personal services and community meeting places.
- Public uses on ground floors should be emphasized by large amounts of glazing to mediate between indoor and outdoor space and invite interaction with pedestrians.
- Ground-floor service uses such as loading and garbage rooms should be screened and located away from public view. However, opportunities to demonstrate sustainable building systems in ground floor public areas may be warranted. Preferable loading and service areas are located within buildings rather than in outdoor areas.
- Façades at the base of the building, particularly those which face streets, parks, and open spaces, should exhibit increased architectural detailing to give attention to the prominence of these building faces.
- The minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses at-grade. Residential ground floors should maintain the same floor to floor height as mixed-use or institutional buildings but can be raised up to 0.9 metres to create a better public private transition to the street. A raised floor is not recommended for at-grade accessible units.
- Retail uses should be incorporated within buildings fronting directly onto Streets A1 and C1.

Where residential units are located at the base of buildings facing a public sidewalk or courtyards, they should be designed as two to three storey type units with direct and primary front doors and windows facing the flanking public sidewalk.

- A minimum 'front yard' landscape buffer of 3 metres from the property line to the face of these at-grade units is required. Stairs and porches may encroach up to 2 metres into the front yard zone.
- Floors above the fourth or fifth storey should step-back or in some manner maximize light penetration to the street and provide outdoor amenity space on the upper floors.



Typical front yard - Primary Retail Street (A1-C1)



Typical front yard - Primary Residential Street (A2, B - C2, E)

4.7. Energy

Energy generated from fossil fuels is a major source of greenhouse gas. Energy conservation will be a core requirement and on-site generation of energy from renewable sources is community wide target.

- The Pier 8 neighbourhood has the potential to generate energy on site, and if required, source energy from off-site suppliers that utilize sustainable energy sources or, to the extent possible, generate its own electricity on-site using renewable and clean energy sources.
- Purchasing practices and development agreements can be geared to ensure energy efficient electrical appliances and vehicles receive priority. Energy efficiency should considered when choosing among water, lighting and other systems.
- Development should achieve long-term energy savings associated with the installation of more efficient building systems. Energy use in individual dwelling and commercial units should be separately metered and billed.
- Energy that is produced but not used in Pier 7 + 8 can be sold back to the energy grid, and ways of reusing excess heat created as a by-product of energy generation should be investigated.

4.8. Life Cycle Costing

Designers and development proponents must use life cycle cost analysis to choose technical systems and design alternatives. Life cycle costing considers long-term capital, operating and indirect costs.

Both public and private design proposals should include a project life cycle cost analysis that compares the proposed design with a standard `non-sustainable` base option and highlights the life cycle cost benefits for the expected project life. The life cycle cost analysis should include, but is not limited to, building, landscape, infrastructure, maintenance and replacement costs.

- All life cycle costing for built structures should follow ASTM E917-05(2010) Standard Practice for Measuring Life Cycle Costs of Buildings and Building Systems.
- All other development should use CMHC's The Life Cycle Costing Tool for Community Infrastructure Planning.

4.9. Water

Water is a resource that can be collected, treated and reused to conserve potable water. Water use reduction should be a primary goal in the development of Pier 7 + 8.

- A new waste-water storage and pumping facility will be required for Pier 7 + 8. The preferred location for this facility is north of Street E and east of the Hamilton Waterfront Trust Centre (noted as #14 on the Overview Plan, page 28-29).
- Buildings (new and retrofit) should be spaced, designed and constructed of materials that minimize the flows required for fire protection.
- In situations where potable water is not required, such as irrigation, re-use of grey water or stormwater is recommended.
- Stormwater will be collected and treated in accordance with City and provincial standards. Surplus stormwater could be directed to the Greenway and then returned to the Harbour at a natural rate. Permeable surfaces and site grading should also permit stormwater to enter the ground naturally.
- Water-saving appliances such as low flow shower heads and high-efficiency dishwashers are recommended for all residential development.
- Consumption of water is encouraged to be metered and billed per individual unit, and assessed on a full-cost basis.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4.10. Mid-Rise Buildings

New development within the Pier 7 + 8 area is recommended to be mid-rise at 3-8 storeys in height in accordance with the Secondary Plan. The building form will strengthen the community fabric, and accommodate new residents and jobs. To ensure successful new buildings, it is imperative that they fit into the future area vision, existing neighbourhood context, and contribute positively to the character of the streetscape.

- Buildings should generally be located at the front property line to create a continuous streetwall.
- On corner sites, buildings should align with their respective frontages.
- Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space, and to create a more interesting streetscape.
- Taller buildings should have a building base of 4 of 5 stories.
- Taller buildings should step back a minimum of 2.0 metres above the building base.
- Main building entrances should be directly accessible from the sidewalk.
- The ground floor of all buildings should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and future conversion to retail (where permitted and appropriate).
- Upper floor units should be accessed from a single entrance lobby.
- For mixed-use buildings with retail or office at grade, a significant amount of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.
- Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at the street level.
- Balconies should be provided above the second or third floor of taller, mixed-use buildings.
- Balconies should be designed as integral parts of the building.

4.1.1. Commercial / Institutional / Employment

Street-oriented commercial and institutional uses are encouraged in proximity to the existing Pier 8 Waterfront Park and future Gateway Park. Buildings should be developed with a continuous frontage at the property line to promote a more urban character and create streets that support pedestrian activity (Streets A1 and C1).

- Minimum building setbacks are encouraged, and parking should be located within an integrated parking structure with active uses wrapping the façades. Community uses should be positioned throughout the community to encourage east-west activity.
- Commercial and Institutional buildings should generally create a continuous streetwall.
- Buildings should address the principle public street but may incorporate setbacks that provide public plaza areas that include landscaping and tree-planting.
- The street-oriented façades should incorporate large glazed areas and entrances, providing visibility between the building and the street.
- Main entrances should be directly accessible from public sidewalks.
- Large, flat roofs should incorporate green spaces and usable outdoor amenity areas for building users.
- Where possible, shared driveways should be accommodated to reduce curb cuts and provide access to integrated parking areas and structures.
- Site design must recommend a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.


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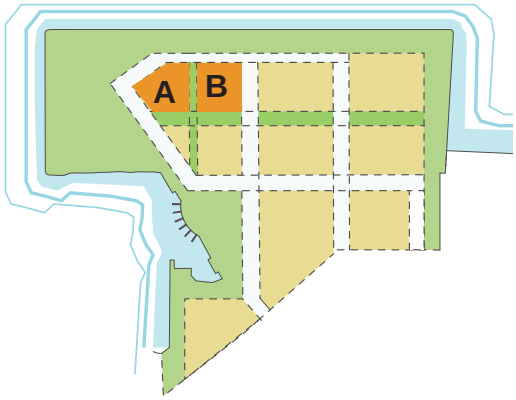
5.0 DESIGN CONSIDERATIONS BY BLOCK

The demonstration plan described in Section 3.0 provides one example of how the development blocks can be built-out. Outlined in this section are the alternate design approaches for development in each block and key design considerations.

Diagram showing recommended block structure



5.1 BLOCKS A / B

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

- Building massing shall not negatively effect the Waterfront Park or the Greenway
- Driveway access into the internal parking and loading areas shall not be provided facing the water
- Blank elevations shall not be permitted
- A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development on Block B, facing all streets and the Greenway
- A mid-block pedestrian walkway shall be provided between Block A and B (if there is a change in use between the blocks)

Key Massing Requirements

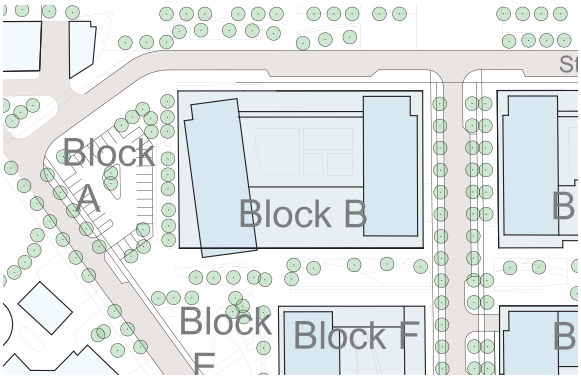
Block Name: A

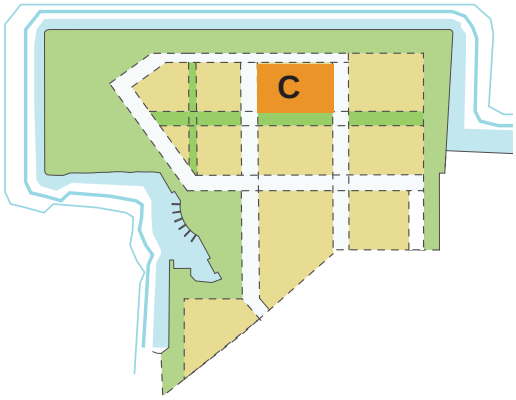
SITE	**Land Use:**	Institutional		
	Site Area:			
	Setback:			
	North:	1.5	South:	1.5m
	East:	5m	West:	3m
MASSING	**Height:**	4 Storeys		
	Step Back:	0		
GROUND FLOOR CHARACTER	Institutional use, open to public			

Block Name: B

SITE	**Land Use:**	Residential		
	Site Area:	3443 sqm		
	Setback:			
	North:	3m	South:	1.5m
	East:	3m	West:	5m
MASSING	**Height:**	8 Storeys		
	Step Back:	2m step back above fifth floor		
GROUND FLOOR CHARACTER	Grade related residential units, residential lobby to upper floor units and entrance to parking garage			

An alternate design for Blocks A and B would include creating a single residential development block and eliminating the institutional use allocated on Block A. This larger residential block would have parking located on site within the building. The building form would continue the rhythm of residential buildings (from Blocks C and D) facing onto the new Waterfront Park. This option would require a Secondary Plan Amendment, see page 95.





5.2 BLOCK C

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

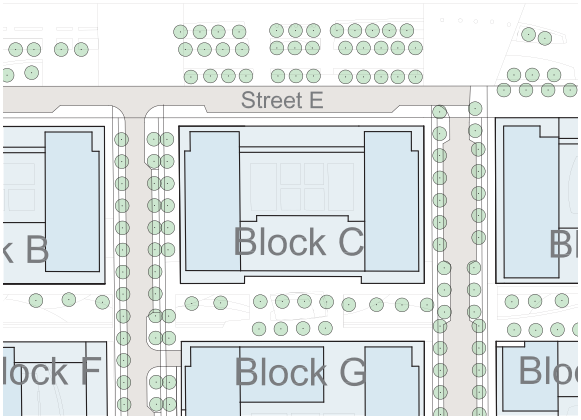
- Building massing shall not negatively effect the Waterfront Park or the Greenway
- If Block C has parking on-site driveway access into the interior parking and/or loading area shall not be provided facing the water
- Blank elevations shall not be permitted
- A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development facing all streets and the Greenway
- Massing shall be developed to minimize shadows on adjacent open spaces

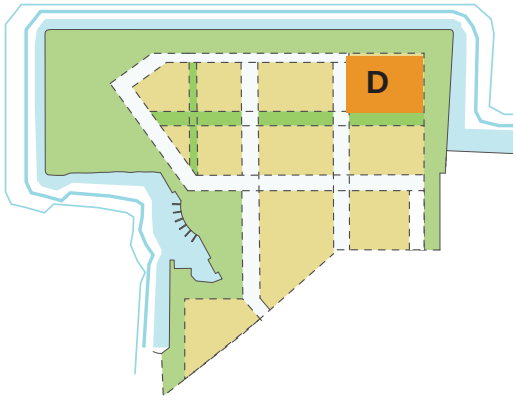
Key Massing Requirements

Block Name: C

SITE	**Land Use:** Residential			
	Site Area: 5817 sqm			
	Setback:			
	North:	3m	South:	1.5m
	East:	3m	West:	3m
MASSING	**Height:** 8 Storeys			
	Step Back: 2m step back above fifth floor			
GROUND FLOOR CHARACTER	Grade related residential units, residential lobby to upper floor units and entrance to parking garage and courtyards			

The alternate design for Block C examines what the development would look like if parking was to be included within the block. A building courtyard would not be possible if parking was included in the block as the ground floor would be allocated to resident parking. The preferred condition for this block is to protect for a building courtyard at-grade facing the Waterfront Park. This condition provides a varied streetscape and more opportunity for block permeability.





5.3 BLOCK D

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

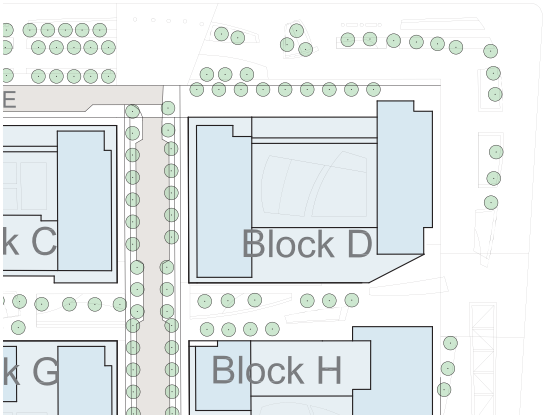
- As a prominent corner site, the architecture of Block D will frame the waterfront park and provide an anchor for the entire development
- If parking is provide on site, driveway access is not to be provided facing the water
- Blank elevations shall not be permitted
- A mix of uses are recommended to encourage a 24-7 community with people living and working in the area
- A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development
- Massing shall be developed to minimize shadows on adjacent open spaces.

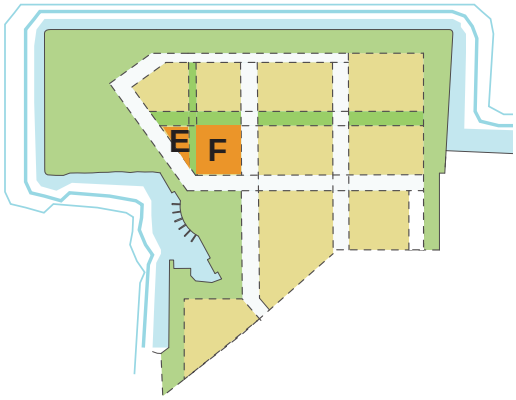
Key Massing Requirements

Block Name: D

SITE	**Land Use:**	Mixed-Use		
	Site Area:	6894 sqm		
	Setback:	Front Yards for Residential and spillout space for other uses		
	North:	3m	South:	1.5m
	East:	3m	West:	3m
MASSING	**Height:**	6 Storeys		
	Step Back:	2m step back above fifth floor		
GROUND FLOOR CHARACTER	Grade related residential units, residential lobby to upper floor units, retail and entrance to parking garage and courtyards			

The alternate design for Block D examines what the development would look like if parking was to be included within the block. The preferred condition for this block is to protect for a building courtyard at-grade facing the Waterfront Park.





5.4 BLOCKS E/F

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

- Building massing shall not negatively effect the Greenway
- Driveway access into the interior parking and/or loading area shall not be provided from Street C
- Blank elevations will not be permitted
- A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides where residential development occurs including Street A2, the Greenway and the Mid-Block Connector
- The south of Block F facing Street C1 shall include retail uses on the ground floor and will be an important contributor to the character of the Gateway Park. Its design should carefully considered
- Massing shall be developed to minimize shadows on adjacent open spaces

Key Massing Requirements

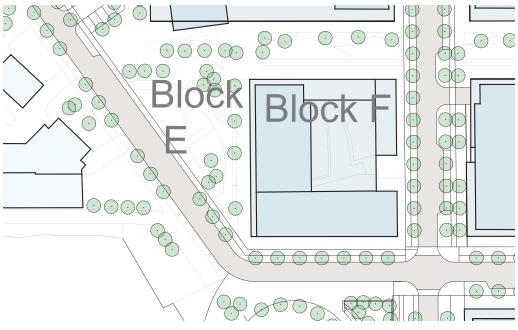
Block Name: E

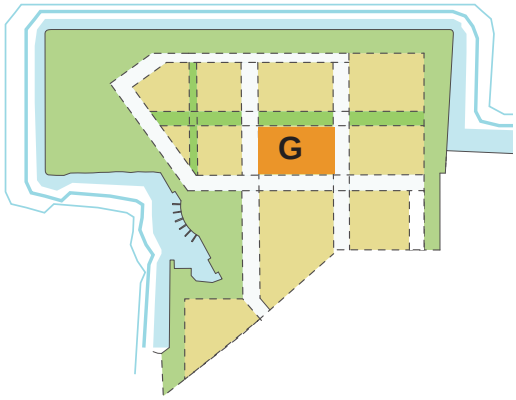
SITE	**Land Use:** Parking Lot			
	Site Area: 927 sqm			
	Setback:			
	North:	1.5	South:	1.5
	East:	1.5	West:	1.5
MASSING	**Height:**			
	Step Back:			
GROUND FLOOR CHARACTER	Landscaped Parking Lot			

Block Name: F

SITE	**Land Use:** Residential with Mixed-Use along Street C1			
	Site Area: 3482 sqm			
	Setback:			
	North:	1.5m	South:	3m
	East:	3m	West:	5m
MASSING	**Height:** 8 Storeys			
	Step Back: 2m step back above fifth floor			
GROUND FLOOR CHARACTER	Grade related residential units, residential lobby to upper floor units and entrance to parking garage			

The alternate design for Blocks E/F examines what the development would look like if Block E was a public open space instead of a surface parking area. This open space would provide a central connection between the Greenway, the existing Skating Area and the Gateway Park. The ongoing evaluation of parking needs for the area will determine if this open space can be developed over the long term.





5.5 BLOCK G

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

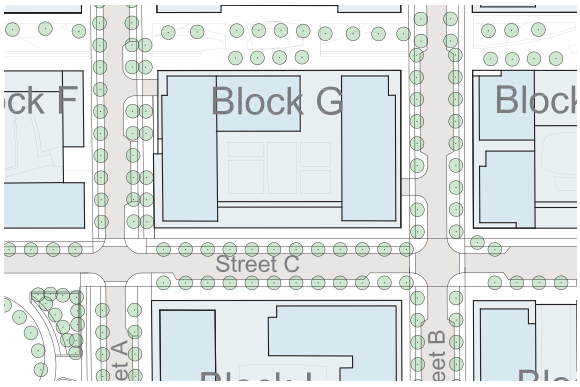
- Building massing shall not negatively effect the Greenway
- Driveway access into Block G shall not be provided from Street C
- Blank elevations shall not be permitted
- A ground floor design with entrance to residential and retail units, and a rhythm of front yards where residential units occur are required
- Massing shall be developed to minimize shadows on adjacent open spaces
- The third floor and above of the parking structure shall be setback 1m behind other uses and be masked through plantings, architectural detailing, etc.

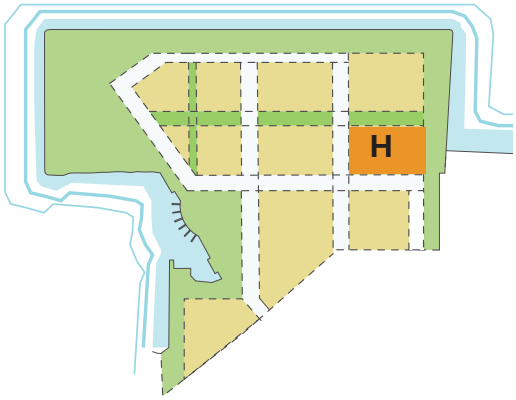
Key Massing Requirements

Block Name: G

SITE	**Land Use:**	Mixed-use, Parking Garage		
	Site Area:	5830 sqm		
	Setback:			
	North:	1.5m	South:	3m
	East:	3m	West:	3m
MASSING	**Height:**	6 Storeys		
	Step Back:			
	1m above third floor with parking structure			
GROUND FLOOR CHARACTER	Retail at corner of Streets A and C, grade related residential units, residential lobby to upper floor units and entrance to parking garage			

The alternate design for Blocks G examines what the development would look like if Block G did not provide a supply of parking for Blocks C, D and H. In this scenario public parking is still provided in Block G. In this option the form of the Block remains similar in plan to the preferred block plan outlined in Section 3.0. but the parking garage has fewer levels of parking. This approach allows for additional residential units on the upper floors negating the need for a Secondary Plan Amendment (described on page 95. The ramification of this option is that the adjacent blocks would have less units as they would need to include parking on their individual sites.





5.6 BLOCK H

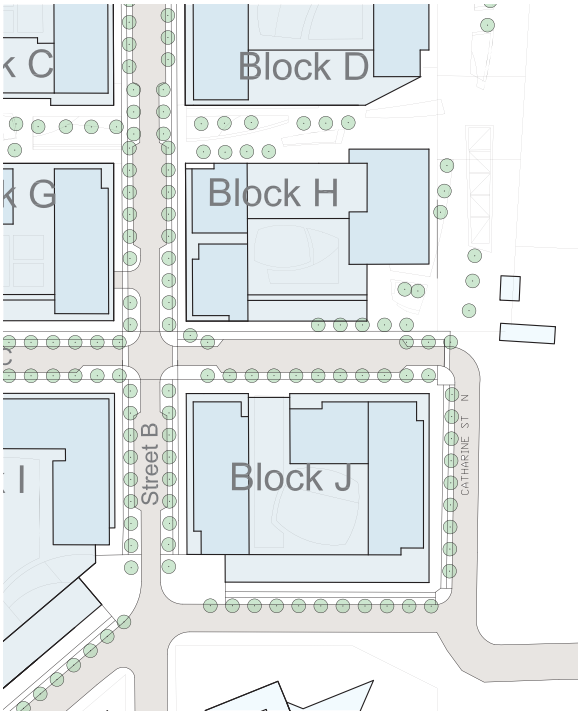
Key Design Considerations (to be read with Section 4.0 Community Guidelines):

- As a prominent terminus site, the architecture of Block H shall frame the waterfront park and the entrance along Street C2
- Block H is recommended to have a community anchor with a dedicated community use on the lower levels
- Driveway access into Block H shall not be provided facing the water or the Greenway
- Blank elevations shall not be permitted
- A ground floor design with entrance to residential units, and front yards facing on to Street B and the Greenway are required. Public uses should face onto the Waterfront Park
- Massing shall be developed to minimize shadows on adjacent open spaces

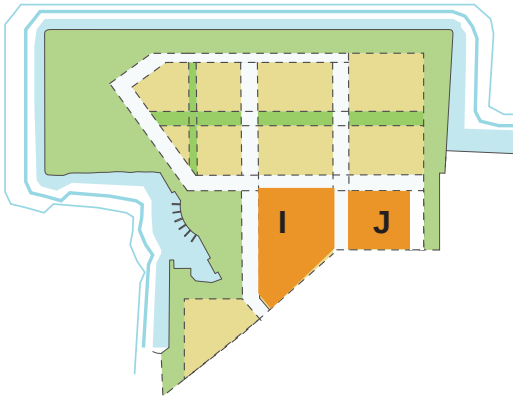
Key Massing Requirements

Block Name: H

SITE	**Land Use:** Mixed-use			
	Site Area: 5814 sqm			
	Setback:			
	North:	1.5m	South:	3m
	East:	3m	West:	3m
MASSING	**Height:** 6 Storeys			
	Step Back: 2m step back above fifth floor			
GROUND FLOOR CHARACTER	plaza, community use, grade related residential units, residential lobby to upper floor units and entrance to parking garage			



The alternate design for Block H examines what the development would look like if parking was to be included within the block. The preferred condition is to protect for a building courtyard at-grade facing Street C2. A building courtyard at-grade would not be possible if parking was included in the block as the ground floor would be allocated to resident parking.



5.7 BLOCKS I/J

Key Design Considerations (to be read with Section 4.0 Community Guidelines):

- Building heights shall be lower along Guise Street where existing low-rise homes are located to the south
- Retail Uses shall face Street A1 at the ground floor level
- Residential units with front door entrance from the street will face Streets B and C2 and Guise Street
- The grade change from Guise Street to Street C will be regraded across the north-south depth of the blocks or across the north-south depth of the study area (to be determined in detailed design phases). Either approach will allow for parking to be tucked into the centre of Blocks I and J behind other uses that front the surrounding streets (A1, C2, B and Guise)
- Access to the interior parking garage and loading areas will be provided preferably from Street B but if appropriately designed potentially from Street C2

Key Massing Requirements

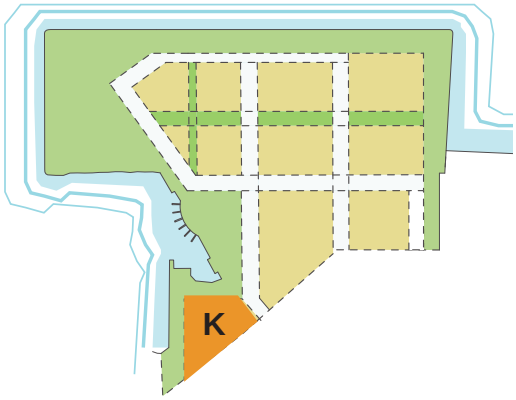
Block Name: I

SITE	**Land Use:**	Mixed-use		
	Site Area:	11032 sqm		
	Setback:			
	North:	3m	South:	3m
	East:	3m	West:	3m
MASSING	**Height:**	6 and 8 Storeys		
	Step Back:	2m step back above fifth floor		
GROUND FLOOR CHARACTER	Retail, grade related residential units, residential lobby to upper floor units and entrance to parking garage			

Block Name: J

SITE	**Land Use:**	Residential		
	Site Area:	6986 sqm		
	Setback:			
	North:	3m	South:	3m
	East:	3m	West:	3m
MASSING	**Height:**	8 Storeys		
	Step Back:	2m step back above fifth floor		
GROUND FLOOR CHARACTER	Grade related residential units, residential lobby to upper floor units and entrance to parking garage			

Block I and J will both include parking on site. The placement and configuration of buildings will need to buffer that parking from the street. Alternatives options for these sites include setting the retail back along Street A1 or rotating the form of the building to an east west orientation instead of north south. Block J may also be a candidate for a taller street wall along Guise Street (4 to 5 storeys) and a taller building form (with a reduced overall footprint) to address the existing high-rise residential building to the south.



5.8 BLOCK K

The design and implementation of land uses associated with Block K will be further developed based on the recommendations of the West Harbour (Setting Sail) Secondary Plan and the Guidelines found in the West Harbour Waterfront Recreation Master Plan. To further strong connections to Pier 8 a series of key design considerations have been developed.

Key Design Considerations:

- Block K is subject to the Design Guidelines from the West Harbour Waterfront Recreation Master Plan
- Block K will provide a continuous waterfront trail that connects directly to Pier 8 and the Waterfront Park
- Future programming for Block K will look to create spill out activities into the Gateway Park
- Development facing Guise Street shall front with the street and create a positive public realm for pedestrian and cyclists entering into Pier 8
- A view corridor looking north from Hughson Street shall be maintained with direct views toward the Harbour

6.0 IMPLEMENTATION

6.1. INTRODUCTION

The vision for Pier 7 + 8 is implemented through:

- The planning process, including policy and/or zoning by-law amendments and plan(s) of subdivision;
- An integrated and collaborative design review process, including site plan control; and,
- City and local leadership that is committed to the vision and its phasing plan which guides redevelopment.

Outlined in the section that follows are tools and techniques available to the City for implementation. The success of the guidelines in positively shaping new development will be directly related to the implementation process.

6.2 PLANNING PROCESSES

A new zoning by-law is required to implement the West Harbour (Setting Sail) Secondary Plan policies applicable to Pier 8 and to incorporate the more detailed design recommendations from this Urban Design Study. In addition, two policy amendments are recommended to assist with plan implementation. A similar approach to implementing the West Harbour Waterfront Recreation Master Plan and the urban design guidelines contained within it was undertaken for Piers 6 and 7 (OPA 233 and Zoning By-law 14-042).

6.2.1 Secondary Plan Amendments

Through the preparation of this Urban Design Study it was determined that the policies of the Secondary Plan are well suited to shape development on the Piers. Secondary Plans are intended to provide high level policy direction for an area that is further articulated through the zoning by-law. The following amendments to the West Harbour (Setting Sail) Secondary Plan should be considered as part of the implementation process:

1. All structured parking should be wrapped on the ground and second floor with active uses including, residential, retail or community uses. Upper levels (third floor and above) should be architecturally detailed or screened to limit the visual appearance of the parking structure. This is recommended to recognize the cost and functional feasibility of wrapping a parking garage on all sides for its full height.
2. For the Alternate Option for Block A/B to be implemented, the range of land uses currently permitted on Block A would need to be amended to allow for a residential or mixed-use building. This option should be considered if the City determines that Block A is not needed as an institutional site.

6.2.2 Zoning By-Law

An updated Zoning By-law will need to be created for the study area. This by-law should reflect the quantitative recommendations outlined in the block by block summaries in Section 5.0 as well as the general recommendations in Section 4.0. The zoning by-law should aim to create diversity in the architectural massing and to provide a varied architectural envelope as outlined in this study. A site specific zoning by-law is recommended to ensure that the allowable development envelopes support a diversity of architectural form and massing throughout the development and each individual block.

The by-law should also establish not only minimum and maximum building heights, but also the minimum lot depths required to accommodate the variety of building heights. These recommendations will be essential to limit or prohibit the construction of single storey buildings as the area should be accommodating additional density, and guide the future plan(s) of subdivision. The zoning by-law will also need to address site-specific parking requirements, including the parking standard to be applied and regulations for off-site parking (e.g. to permit parking required for Blocks C, D and H to be located on Block G).

6.2.3 Additional Studies and Implementation Considerations

Following the approval of this Urban Design Study a number of elements that came up through the consultation process will need to be addressed in implementation. Elements that require additional study and direction include:

- An approach to affordable housing for Pier 7 + 8 including a recommendation for preferred unit sizes and mixes that would fit within the building envelopes established by this Urban Design Study.
- An overall Public Art plan that identifies the role of public art, key pieces in the community and/or how public art can be integrated within the detailed design process.
- An infrastructure plan that analyzes potential district energy systems and how they could work as well as a comprehensive approach to storm water management.

6.3 DESIGN REVIEW PROCESS

To implement the recommendations in this document, an integrated design process will be required to ensure that new development meets the quality and character that are required to achieve the vision. This can be achieved through a highly engaged design review panel process.

Site Plan Control is an essential tool in shaping the design of new buildings and development, including matters of exterior design such as character, scale and appearance (material choices). Exterior design control was added to the City's Site Plan Control By-law in December 2008. This tool allows the City to implement the urban design guidelines through a mandatory review and commenting process. When a development proposal is being processed using the suggested Design Checklist, City staff and the Design Review Panel will be able to review the appropriateness of a building's design and determine what changes, if any, are needed.

6.3.1. Design Checklist (Appendix B)

An Urban Design Checklist has been prepared to allow for the review of development and design proposals/applications against the recommendations in this document. The purpose of the checklist is to facilitate the quick evaluation of proposed designs to determine if a project conforms to the recommendations of these guidelines. It is recommended that designers / proponents / developers evaluate their projects in advance of a submission to the City and identify any non-compliance on the checklist to be submitted with the application. This will assist City Staff with their evaluation and add transparency to the review process. A digital copy of the checklist should be made available on the City's website.

In addition to the conventional development approval process, the City has the added control of being the Area Land Owner. Depending on the nature of the sale / land lease agreements, this gives the City the ultimate say in the look, massing and character of future private development. It is recommended that the City retain design control through the sale / land lease processes and make use of the Design Review Panel to shape the design process for the Piers. The City's disposition strategy should also determine how the City's applicable community improvement development incentives could apply to private development (e.g. the Environmental Remediation and Site Enhancement (ERASE) and LEEDing the Way programs). As the City is the land owner, purchase and sale agreements could also be used to leverage private construction of the public realm components and/or community benefits of this plan.

6.4 DEVELOPMENT PHASING

Throughout the consultation process, it was highlighted that a demonstrated commitment to the Pier 7 + 8 Vision by the City and local businesses/residents would help to provide certainty for investors into the area. The phasing plan (as outlined in this Section) will provide additional certainty for redevelopment and outlines a potential approach for infrastructure and area improvements.

6.4.1. Demonstration Plan Density Analysis and Phasing

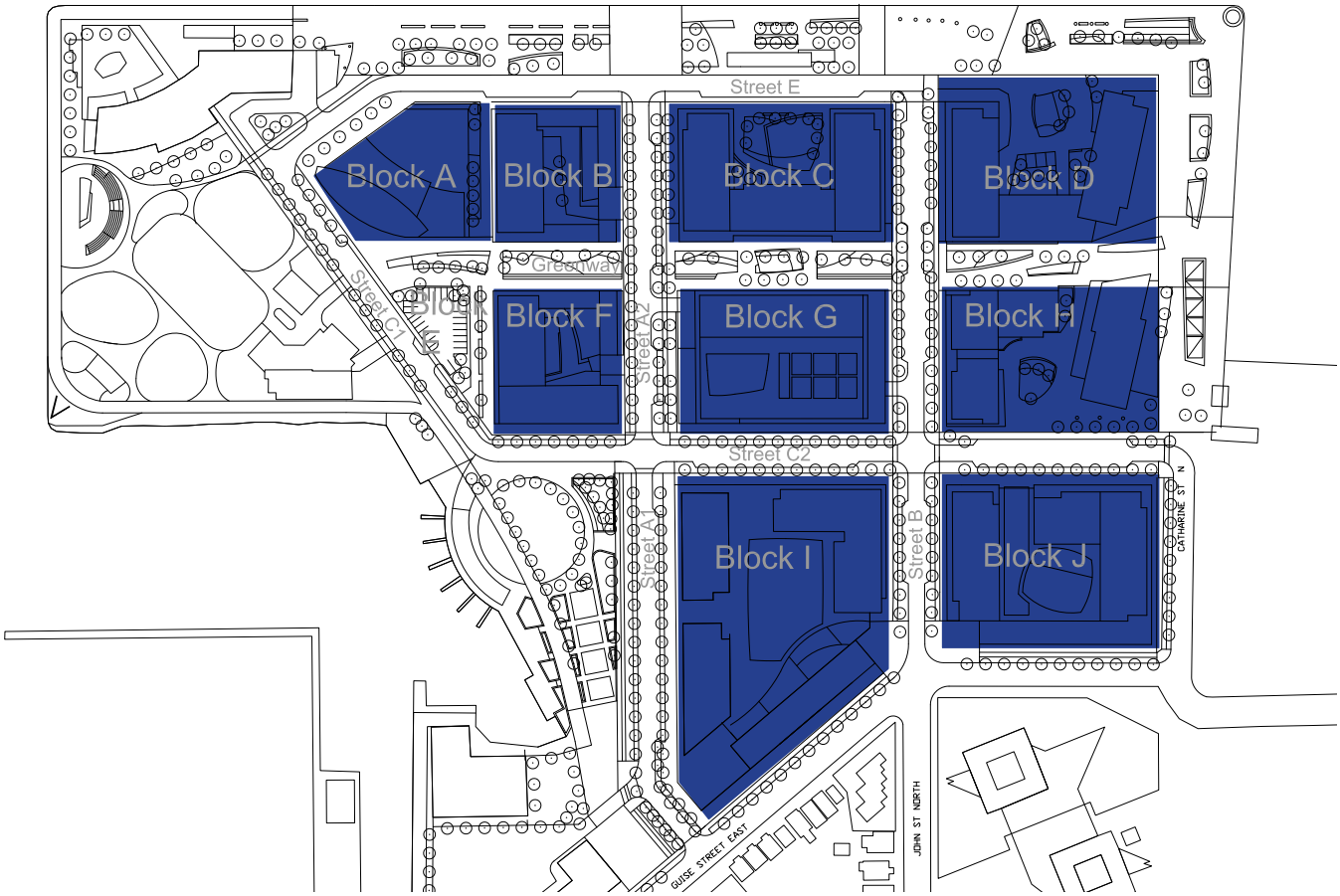
The demonstration plan outlined in this document provides an example of how Pier 8 can be built out within the defined set of existing parameters, including; policy, zoning, and urban design guidelines. Outlined on the following page is a summary of the density numbers by block including the mix of residential, employment, commercial and institutional uses within Pier 8. To estimate the total number of units, a range of 70-110 square metres sized apartments have been used. It is important to note that **the ultimate number of units will be determined through market forces and the detailed design process.**

It is anticipated that Pier 7 + 8 area will be constructed in three phases and that the public improvements including open spaces, streets and storm water facilities, can be phased to match the timing of development.

The following sections provide an overview of the anticipated phasing of development and the associated density numbers with each phase. Phases should be determined through a number of factors including:

- Access
- Impacts on the existing park areas
- Maximizing land values
- Minimize upfront investment
- Creating a strong community entrance

	Land Use	Res. GFA (sqm)	Average Unit Sizes			2 Storey Units at grade	Potential Unit Range	Commercial GFA (sqm)	Institutional GFA(sqm)	Parking
			70 sqm	86 sqm	110 sqm					
Block A	Institutional								6800	22
Block B	Residential	9,000	105	92	77	15	92-120			90
Block C	Residential	20,800	296	236	187	1	188-297			
Block D	Mixed-use	16,900	233	190	155	5	160-238	600		
Block E	Parking Lot					0				18
Block F	Mixed-use	9000	110	94	86	12	98-122	340		88
Block G	Garage	3,300	37	37	30	6	36-43	500		640
Block H	Mixed-use	13,000	180	151	119	4	123-184	1500		
Block I	Mixed-use	18,000	230	195	162	17	179-247	4800		344
Block J	Residential	20,000	268	220	183	11	194-279			220
Total		**110,000**	**1,459**	**1,215**	**999**	**72**	**1071-1531**	**7,740**	**6,800**	**1,422**



6.4.2. Phase 1 Development

The short term could see the construction of Blocks I and J facing onto Guise Street and the Gateway Park. This will allow for the re-grading of the sites between Street C and Guise Street and will provide parking for the retail and residential buildings within Blocks I and J. Block K (Pier 7) has been identified for development in Phase 1. Block K is not dependent on Pier 8 for access or amenity, therefore it can be developed independently and / or with Pier 6 at the appropriate time.

Key considerations for the area's development include: minimizing impacts on park operations; ensuring development occurs in a phased manner that allows for the cost effective implementation of infrastructure improvements; and a balancing of public improvements with the sale of lands to fund them. Establishing the blocks along Guise Street will help establish the edge condition for the Pier 8 community, buffer the existing properties from future construction and begins to establish the future grades and road network. It also creates a strong park and community entrance along Street A1 with the construction of the Gateway Park and the reconfigured Street A1 and C2 entrances.

PHASE 1

	Land Use	Res. GFA (sqm)	Unit Range	Commercial GFA (sqm)	Institutional GFA(sqm)	Parking
Block I	Mixed-use	18,000	179-247	4800		344
Block J	Residential	20,000	194-279			220
Total		**38,000**	**374-527**	**4,800**		**564**

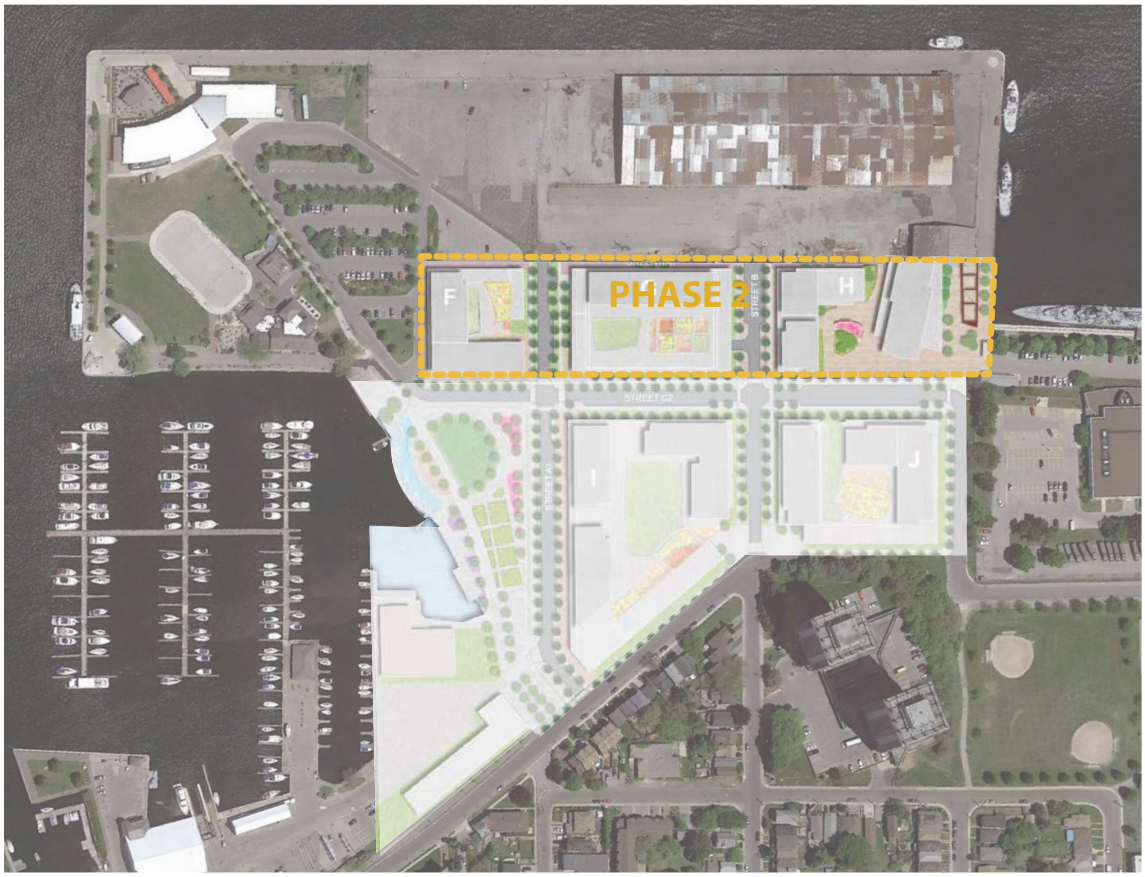
6.4.3. Phase 2 Development

The medium term could see the development of Blocks F, G, and H. These blocks have a mix of uses and provide additional public parking in Block G as the population increases. The Block G parking garage is also being constructed upfront to service the parking requirements of Blocks C and D (which would be built in a later construction phase). Phase 2 could include the construction of the Greenway.

Streets A2 and B are required to support this phase of development and will be extended northwards to provide access to the development blocks. Simultaneously a portion of the Waterfront Park will be constructed east of Block H. This will raise awareness of the Waterfront Park and will create a positive entrance into the area from Street C2. This phase also allows for the retention of the existing Pier 8 surface parking lots on Blocks A and E.

PHASE 2

	Land Use	Res. GFA (sqm)	Unit Range	Commercial GFA (sqm)	Institutional GFA(sqm)	Parking
Block F	Mixed-use	9000	98-122	340		88
Block G	Garage	3,300	36-43	500		640
Block H	Mixed-use	13,000	123-184	1500		
Total		**25,300**	**257-349**	**2340**		**728**



6.4.4. Phase 3 Development

The final phase could see the full build-out of the community with the completion of Blocks A, B, C, and D. Prior to the construction of Block A, the City will need to determine the preferred use for the block (institutional, residential or park). This would be considered through a detailed needs assessment for new City facilities and could also include consultation with other institutional groups, including federal and provincial governments, universities and colleges. The opportunity to create an expanded park space in Blocks A and E should also be considered. This phase pairs the construction of valuable Blocks B, C and D with the construction of Streets E and C1, improvements to the existing park and the majority of the new Waterfront Park. Aligning these construction projects will help to offset the public realm expenditures with the development of Pier 8's more valuable properties.

PHASE 3

	Land Use	Res. GFA (sqm)	Unit Range	Commercial GFA (sqm)	Institutional GFA(sqm)	Parking
Block E	Parking	n/a	n/a	n/a		18
Block A	Institutional				6800	22
Block B	Residential	9,000	92-120			90
Block C	Residential	20,800	188-297			
Block D	Mixed-use	16,900	160-238	600		
Total		**46,700**	**440-655**	**600**	**6800**	**112**

6.4.5. Public Realm Improvements

In the short term the City should focus on the re-grading of the site and the creation of pedestrian and cyclist access into the area and along Guise Street. Additional short term area improvements could include the construction of the Gateway Park and the realignment of the Pier 8 entrances at Streets A1 and C2.

All new community streets should be developed as a complete landscape and infrastructure construction package that is phased to meet the anticipated development timing. Streetscapes should not be designed in a piecemeal fashion, and should incorporate transit, pedestrian and cycling infrastructure as recommended in these guidelines.

PIER 7 + 8
URBAN DESIGN STUDY

BrookMcIlroy/