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Urban Design Study Overview

To recommend the preferred community character and structure for the redevelopment of Pier 8 and its relationship with Pier 7

PROJECT PHASES

PHASE ONE - DEVELOPMENT CONCEPTS
- Project Initiation and Tour
- Stakeholder Interviews
- Background and Site Analysis
- Character Visioning #1: P.I.C

PHASE TWO URBAN DESIGN GUIDELINES
- Prepare Draft Options and Urban Design Guidelines
- Character Visioning #2: P.I.C

PHASE THREE IMPLEMENTATION STRATEGY
- Prepare Implementation Plan
- Finalize Report

Feedback Received To-Date

- Addressing transportation needs will be core to a successful plan
- Agreement that this is a global leading opportunity to create a forward thinking, sustainable community
- Streets should be framed by well proportioned buildings
- The character of the linear park needs to be better defined and a variety of widths should be considered
- The sustainable mandate should be front and centre in the development requirements (Green roofs encouraged)
- Phasing will be key to ensure successful implementation
- The round-about option was generally not supported
- Preference for Street D as a Greenway
- Places to touch the water are encouraged
- Parking approaches will require buy-in from the development community (currently too much parking is provided in plan)
Policy Structure Guidance

- **Building Heights**: 3-8 Storeys

- **Open Spaces**: Existing and continuous along the shoreline – approximately 30 metres wide

- **Road and Trails**: Recommends future and existing road and trail connections

- **Setting Sail Guiding Principles**:
  1. Promote a healthy harbour;
  2. Strengthen existing neighbourhoods;
  3. Provide safe, continuous public access along the water’s edge;
  4. Create a diverse, balanced and animated waterfront;
  5. Enhance physical and visual connections;
  6. Promote a balanced transportation network;
  7. Celebrate the City’s heritage; and,
  8. Promote excellence in design.
Approved Heights

* Heights are as per the West Harbour Waterfront Recreation Master Plan and the Council approved Official Plan Amendment 233 (Waterfront Commercial land use designation), which is under appeal at the OMB.
PLAN 1: GREENWAY COMMUNITY
Design Plan Statistics:

- Total GFA: 124,000 sqm
- Commercial GFA: 6,926 sqm
- Institutional GFA: 4,482 sqm
- Residential GFA: 112,592 sqm
- Total Potential Units (86 sqm to 110 sqm): 1000 – 1200 units

- Total Parking Spaces: 1656 spaces
- On-Street Parking Spaces: 50 spaces
- % Private Development: 40.3%
- % Street Network: 20%
- % Open Space: 39.7%
PLAN 1: GREENWAY COMMUNITY

- Existing Park and Amenities Retained
- Future Institutional with Parking Garage
- New Residential Blocks with parking located in Central Parking Garage
- Heritage Building adapted for cultural and community uses
- Continuous public waterfront edge framed by new development
- Central Parking Garage wrapped with residential and community uses
- New residential blocks with integrated parking and central semi-private courtyards
- New Retail facing Street A
- Low-rise form facing existing neighbourhood with optional rear lane for access
- Reconfigure road access, parking and turnaround
- Continuous public waterfront edge
PLAN 2: RAISED GARDENS
**PLAN 2: RAISED GARDENS**

Design Plan Statistics:

- Total GFA: 111,726 sqm
- Commercial GFA: 7,523 sqm
- Institutional GFA: 4,482 sqm
- Residential GFA: 99,721 sqm
- Total Potential Units (86 sqm - 110 sqm): 900-1100 units

- Total Parking Spaces: 1680 spaces
- On-Street Parking Spaces: 90 spaces
- % Private Development: 40.6%
- % Street Network: 23.6%
- % Open Space: 35.8%
PLAN 2: RAISED GARDENS

- **Existing Park and Amenities Retained**
- **Future Institutional with Parking Garage**
- **New Residential Blocks with integrated parking tucked into the artificial change in grade**
- **Continuous public waterfront edge framed by new development**
- **Heritage Building adapted for cultural and community uses**
- **New residential blocks with integrated parking located below the new grade**
- **Reconfigure road access, parking and turnaround**
- **New Retail facing new public open space**
- **Low-rise form facing existing neighbourhood with optional rear lane for access**
BLOCK VARIATIONS

BLOCKS A / B VARIATIONS

Street E is extended to the west connecting to Street C.

This connection frames the Linear Waterfront Park.

Variation also shows residential buildings on Block A in the place of Institutional.

BLOCKS D / H VARIATIONS

This option preserves a larger portion of the existing marine warehouses and creates a surrounding network of open spaces that connects directly to the Linear Waterfront Park.

BLOCKS I / J VARIATIONS

A rear-lane behind the residential units facing Guise Street provides rear access for parking and servicing.
KEY DISCUSSION QUESTIONS

1. What is the preferred character / uses for the new linear park along the waterfront, and the parkette linking Piers 7 and 8?

2. What are your thoughts on the centralized parking garage?

3. Do you agree with the Proposed Community Character (sustainable, modern, diverse materials, etc)?

4. What are your preferred configurations for Streets A, B, D and E?

5. What are your thoughts on the linear stormwater feature (Plan 1 Street D)?

6. Should Block A be considered for residential uses?
Next Steps

- Finalize UDG Contents and Structure
- Finalize UDG Document
- Present to Council Early 2015