

WEST HARBOUR VISION DRAFT 1.0

CONTEXT

Historic West Harbour has been the arrival point, the departure point, and a meeting place for generations of people. Many have made the West Harbour communities of Central, Beasley, the North End and Strathcona home for their families and their businesses. As an integral part of the residential, commercial, recreational, and creative heart of Hamilton, its residents have created a unique and dynamic culture that, together, are the West Harbour.

The West Harbour will . . .

THEMES

NEIGHBOURHOOD	ENVIRONMENT	PUBLIC ACCESS	WATERFRONT	TRANSPORTATION	CONNECTIONS	CULTURE	DESIGN	ACCESSIBILITY	AFFORDABILITY
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ELEMENTS

Continue to grow and to strengthen existing neighbourhoods.	Promote a healthy harbour.	Provide safe and continuous public access along the water's edge.	Create a diverse, balanced & animated waterfront.	Promote a balanced transportation network.	Enhance the physical, visual connections to the water.	Celebrate the heritage, culture and diversity of Hamilton.	Promote excellence in design.	Feature fully accessible design for residents and visitors of all abilities.	Provide inclusive and affordable housing as part of its residential developments.
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EXPLANATIONS

<ul style="list-style-type: none"> Ensure new development respects and enhances the character of the neighbourhoods Relocate heavy industrial uses and clean-up contaminated sites Encourage compatible development on abandoned, vacant and under-utilized land Support James Street as the area's main commercial street Encourage new commercial uses that cater to the local neighbourhood Enhance the amenities and landscaping in existing neighbourhood parks Augment existing parkland with additional publicly-accessible open spaces Ensure existing and future neighbourhoods are well served by community services, such as schools, health care, libraries and emergency services Improve access to the waterfront and Downtown from the neighbourhoods Preserve, restore and/or reuse buildings of historic or architectural significance Preserve and maximize on street parking Generally avoid expropriation of residential and commercial properties <p>Setting Sail Section A.6.3.2.2</p>	<ul style="list-style-type: none"> Employ "best practice" techniques for stormwater management to minimize reliance on the existing combined sewer system Encourage water conservation Maintain or enhance existing aquatic and shoreline habitats Remove, replace or seal potentially harmful sub-surface materials, as per statutory policies and guidelines Identify and protect key views and improve public access to the harbour Increase the public's understanding and appreciation of the harbour and watershed from an ecological perspective <p>Setting Sail Section A.6.3.2.1</p>	<ul style="list-style-type: none"> Land at the water's edge, to a depth that can accommodate a trail, promenade, or other desired open space or public facility, must be publicly-owned New development on the waterfront should not prevent or inhibit public access to the water's edge The waterfront should include public facilities for launching and docking recreational boats The needs of recreational boating organizations for direct, safe and secure access to the harbour should be respected <p>Setting Sail Section A.6.3.2.3</p>	<ul style="list-style-type: none"> Promote a diversity of land uses along the waterfront, including open space, marine recreation, residential, cultural, commercial, and institutional Maintain a balance of active and passive recreational uses and outdoor and indoor waterfront attractions Enhance the city as a tourist destination Be "waterfront-appropriate", taking advantage of the harbour setting and promote season-long and year-round enjoyment and appreciation of the waterfront Support and encourage a diversity of marine activity <p>Setting Sail Section A.6.3.2.4</p>	<ul style="list-style-type: none"> Establish a clear street hierarchy that recognizes the function and character of existing streets Improve road connections to the waterfront and identify primary routes to waterfront destinations Promote a more balanced multi-modal transportation system, in which public transit, cycling, walking, ferries and water taxis have a significant role Ensure most dwelling units in the area are within 400 metres walking distance of a transit stop Monitor and minimize traffic impacts on the existing local street network <p>Setting Sail Section A.6.3.2.6</p>	<ul style="list-style-type: none"> Mitigate or eliminate physical barriers to the waterfront Promote a connected open space system along the waterfront, through the neighbourhoods and between Downtown and the waterfront Extend the existing grid of streets and blocks to the waterfront wherever feasible and appropriate; Preserve and augment important public vistas and view corridors to and from the waterfront Improve pedestrian, cycling and transit connections to the waterfront from Downtown and the Escarpment Establish a pedestrian connection between Dundurn Park and the Waterfront Trail Enhance the streetscapes of key north-south and east-west streets Develop a continuous waterfront trail <p>Setting Sail Section A.6.3.2.5</p>	<ul style="list-style-type: none"> Conserving and strengthening the overall character of the West Harbour neighbourhoods and streetscapes Conserving, restoring and reusing historic buildings and structures Reflecting and interpreting the city's industrial, marine and cultural heritage in the design of new buildings and open spaces Encouraging the development of cultural institutions to inform residents and visitors about the area's heritage Providing public open spaces for cultural festivals and other celebratory events <p>Setting Sail Section A.6.3.2.7</p>	<ul style="list-style-type: none"> Design and construct buildings that respect, complement and enhance the best attributes of West Harbour Adopt "best practice" technologies to achieve energy efficient buildings Ensure the public realm - the area's parks, squares, streets, trails and public buildings - is designed, upgraded and maintained to the highest standards Incorporate public art into the design of significant buildings and open spaces Promote the development of inspiring, meaningful and memorable places <p>Setting Sail Section A.6.3.2.8</p>	<ul style="list-style-type: none"> Clear paths of travel to all buildings and amenities Fully accessible buildings Completely barrier free residential units Accessible signage throughout 	<ul style="list-style-type: none"> Doesn't cost more than 30% of before tax household income Suitable for families Continuum of affordable housing: <ul style="list-style-type: none"> Affordable homeownership, Non-profit housing (rent-geared-to-income), Cooperative housing, Purpose-built private market rental housing, Supportive housing, Secondary suites Inclusionary Zoning Innovative housing such as laneway and small homes, co-housing, and low-energy consumption via design In the event of disposal of publicly owned lands located within West Harbour, Council will consider the desirability of developing such lands for affordable housing, and where appropriate, shall encourage the development of said lands for such housing as a priority - A.6.3.3.1.10 SSSP In developing city owned lands for residential purposes; Council may require that at least 25 % of the gross area of such lands be provided in the form of affordable housing - A.6.3.3.1.11 SSSP The City of Hamilton will partner with the senior levels of government, the private sector and community-based housing providers to promote the development of the City-owned land in the West Harbour for affordable rental and homeownership opportunities through various programmatic initiatives - A.6.3.8.3.1 SSSP
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* The first 8 Vision Elements are based on the 8 Principles included in the Setting Sail Secondary Plan developed by the community, Council and the OMB. The Affordability Vision Element also includes text from the Secondary Plan.
 * This draft of the Vision was developed by a City of Hamilton-facilitated session of a Vision Working Group consisting of volunteers from the members of the public who attended a public engagement meeting on January 28, 2016.
 * A final draft of the Vision will be created based on input received by the Vision Working Group at the City of Hamilton-facilitated West Harbour public engagement meeting to be held on March 31, 2016.

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**Pier 7+8 Urban Design Study –
Linkage to West Harbour
Secondary Plan Principles/
Working Group Vision**



This document links various excerpts from the Pier 7+8 Urban Design Study to the eight Planning Principles outlined in Section A.6.3.2 of the West Harbour (Setting Sail) Secondary Plan, and which are reflected in themes of the West Harbour Vision Draft 1.0 prepared by the West Harbour Vision working group:

Environment

Principle: Promote a healthy harbour (A.6.3.2.1)

Neighbourhood

Principle: Strengthen existing neighbourhoods (A.6.3.2.2)

Public Access

Principle: Provide safe, continuous public access along the water's edge (A.6.3.2.3)

Waterfront

Principle: Create a diverse, balanced and animated waterfront (A.6.3.2.4)

Connections

Enhance physical and visual connections (A.6.3.2.5)

Transportation

Principle: Promote a balanced transportation network (A.6.3.2.6)

Culture

Principle: Celebrate the City's heritage (A.6.3.2.7)

Design

Principle: Promote excellence in design (A.6.3.2.8)

Linkages are also provided to the following themes and principles that were added by the West Harbour Vision working group to the West Harbour Vision Draft 1.0:

Accessibility

Principle: Feature fully accessible design for residents and visitors of all abilities

Affordability

Principle: Provide inclusive and affordable housing as part of residential development

This document was prepared by City of Hamilton staff at the request of the Vision working group to show how the Urban Design Study relates to and implements the Secondary Plan principles/West Harbour Vision.

Environment

Principle: Promote a healthy harbour (A.6.3.2.1)

i) Employ “best practice” techniques for storm water management to minimize reliance on the existing combined sewer system

- *“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.”* (Report pg. 38)
- *“A combination of rain garden, bio-swales and dry ponds should be integrated into the design of the Greenway.”* (Report pg. 50)
- *“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.”* (Report pg. 54)
- *“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.”* (Report pg. 54)
- *“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.”* (Report pg. 76)

ii) Encourage water conservation

- *“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. Summarize how the proposed development meets the water goals outlined in the Urban Design Study.”* (Appendix B, Section 4.9)
- *“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.”* (Report pg. 50)
- *“Water use reduction should be a primary goal in the development of Pier 7 + 8.”* (Report pg. 76)
- *“Buildings (new and retrofit) should be spaced, designed and constructed of materials that minimize the flows required for fire protection.”* (Report pg. 76)
- *“In situations where potable water is not required, such as irrigation, re-use of grey water or stormwater is recommended.”* (Report pg. 76)
- *“Water-saving appliances such as low flow shower heads and high-efficiency dishwashers are recommended for all residential development.”* (Report pg. 76)

- *“Consumption of water is encouraged to be metered and billed per individual unit, and assessed on a full-cost basis.” (Report pg. 76)*

iii) Maintain or enhance existing aquatic and shoreline habitats

- *“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.” (Report pg. 50)*

iv) Remove, replace or seal potentially harmful subsurface materials, as per statutory policies and guidelines

- The issue of site remediation is dealt with elsewhere in the development process.

v) Identify and protect key views and improve public access to the harbour

- *“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 corridors are established along Streets C1, C2, and the Greenway.” (Report pg. 37)*
- *“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.” (Report pg. 37)*
- *“Block K: A view corridor looking north from Hughson Street shall be maintained with direct views toward the Harbour.” (Appendix B, Section 5.8)*

vi) Increase the public’s understanding and appreciation of the harbour and watershed from an ecological perspective

- *“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. Summarize how the proposed development further the sustainable infrastructure goals outlined in the Urban Design Study.” (Appendix B, Section 4.2)*
- *“The landscape and architectural design of the community will highlight its sustainable features.” (Report pg. 54)*
- *“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.” (Report pg. 72)*

Neighbourhood

Principle: Strengthen existing neighbourhoods (A.6.3.2.2)

i) Ensure new development respects and enhances the character of the neighbourhoods

- Key development considerations in the plan include: *“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.”* (Report pg. 26)
- *“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 buildings step back at the 4th or 5th storey to minimize shadowing on the streets.”* (Report pg. 39)
- *“In the residential areas, the streets will be defined with individual access to residential units at-grade. ... 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.”* (Report pg. 43)
- *“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.”* (Report pg. 78; Appendix B, Section 4.10)
- *“Blocks I/J: Building heights shall be lower along Guise Street where existing low rise homes are located to the south.”* (Appendix, Section 5.7)

ii) Relocate heavy industrial uses and clean-up contaminated sites

- The issue of site remediation is dealt with elsewhere in the development process.

iii) Encourage compatible development on abandoned, vacant, and under-utilized land

- *“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.”* (Report pg. 40)

iv) Support James Street as the area's main commercial street

- James Street is not within the Urban Design Study area but is well connected to it. The recommended retail and mixed use designations identified in the Urban Design Study were approved in the Secondary Plan. They do not detract from James Street's role as the main commercial street within the broader Secondary Plan area.

v) Encourage new commercial uses that cater to the local neighbourhood

- *"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."* (Report pg. 40)
- *"The priority for commercial ground floor space should be publicly oriented uses such as cafés, small scale retail, personal services and community meeting places."* (Report pg. 72)

vi) Enhance amenities and landscaping in existing neighbourhood parks

- Enhancements in existing neighbourhood parks within the balance of the Secondary Plan area are beyond the scope of the Urban Design Study.
- In regard to the existing section of the future Waterfront Park on Pier 8, *"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."* (Report pg. 50)

vii) Augment existing parkland with additional publicly-accessible open spaces

- *"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."* (Appendix B, Section 4)
- Guiding Principle #5 – A variety of public spaces for active and passive recreation on the waterfront (Report pg. 18)
- Refer also to the Public Access and Connections principles.

viii) Ensure existing and future neighbourhoods are well served by community services, such as schools, health care, libraries, and emergency services

- New population in the Urban Design Study area will help to support continued use of neighbourhood community services and can create additional demand to warrant enhancements/redevelopment and avoid potential loss of community assets in the future.
- *“Block A is reserved for Institutional use [specifically t.b.d.] and has the opportunity to create a strong community core for the Area.”* (Report pg. 40)

ix) Improve access to the waterfront and Downtown from the neighbourhoods

- Refer to the Public Access and Connections principles.

x) Preserve, restore, and/or reuse buildings of historic or architectural significance

- *“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.”* (Report pg. 70)
- Guiding Principle #7 – Marine and industrial elements in the landscape and/or architecture that acknowledge the area’s history (Appendix B, Section 3)

xi) Preserve and maximize 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.”* (Report pg. 60)

xii) Generally avoid expropriation of residential and commercial properties

- Expropriation is not applicable to future development in the Urban Design Study area which is City-owned.

Public Access

Principle: Provide safe, continuous public access along the water's edge (A.6.3.2.3)

i) Land at the water's edge, to a depth that can accommodate a trail, promenade, or other desired open space or public facility, must be publicly-owned

- Key development considerations in the plan include: *"an approximately 30 metre wide waterfront park along the edges of Pier 8, with a variety of activities, spaces and amenities."* (Report, pg. 26)
- *"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."* (Report pg. 36)
- *"Pier 8 will have a continuous waterfront park with direct views to the Harbour..."* (Report pg. 48; Appendix B pg. 3)
- *"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)."* (Report pg. 50)
- *"Where dedicated bike lanes are identified around the perimeter of Pier 8, they will be separated from automobile traffic."* (Report pg. 56)

ii) New development on the waterfront should not prevent or inhibit public access to the water's edge

- *"The development blocks are compact (maximum width of 90 m) 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."* (Appendix B, Section 4.1.7)
- *"People of all ages and abilities should be accommodated in the design of the open spaces and buildings."* (Report pg. 52; Appendix B, Section 4.1.8)
- Guiding Principle #5 – A variety of public spaces for active and passive recreation on the waterfront (Appendix B, Section 3)

iii) The waterfront should include public facilities for launching and docking recreational boats

- *"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 [Waterfront] park."* (Report pg. 50)
- The transient docks providing public facilities for docking recreational boats are currently under construction as part of the Gateway Park shoreline reconstruction. Additional public boating facilities are provided further west along the West Harbour waterfront.

iv) **The needs of recreational boating organizations for direct, safe and secure access to the harbour should be respected**

- The recreational boating organization facilities are located to the west of the Urban Design Study area, such as those accessed via piers 5 and 6. The Urban Design Study does not impede their access.

Waterfront

Principle: Create a diverse, balanced and animated waterfront (A.6.3.2.4)

i) Promote a diversity of land uses along the waterfront, including open space, marine recreation, residential, cultural, commercial, and institutional

- The land use designations set out in the Secondary Plan have been carried through the Urban Design Study. *“The vitality of Hamilton’s urban waterfront will be supported by a mix of residential, commercial, community and cultural uses.”* (Appendix B, Section 2)
- Guiding Principle #1 – A mix of uses to support and diverse and vibrant community (Appendix B, Section 3)
- *“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.”* (Report pg. 36)
- *“Retail uses should be incorporated within buildings fronting directly onto Streets A1 and C1.”* (Report pg. 72)
- *“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.”* (Appendix B, Section 4.0)
- *“Street-oriented commercial and institutional uses are encouraged in proximity to the existing Pier 8 Waterfront Park and future Gateway Park.”* (Report pg. 80 and Appendix B, Section 4.11)

ii) Maintain a balance of active and passive recreational uses and outdoor and indoor waterfront attractions

- *“The waterfront spaces should be 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.”* (Report pg. 36)
- Guiding Principle #5 – A variety of public spaces for active and passive recreation on the waterfront (Appendix B, Section 3)

iii) Enhance the city as a tourist destination

- The public realm improvements envisioned in the Urban Design Study, and connected to other attractions along the West Harbour waterfront including the Waterfront Trail and Bayfront and Pier 4 Park event venues, will encourage visitors to the waterfront.

iv) Be “waterfront appropriate,” taking advantage of the harbour setting and promote season-long and year-round enjoyment and appreciation of the waterfront

- *“The park design should provide area of openness and enclosure to facilitate year-round use and natural gathering areas”. (Report pg. 36)*
- *“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.” (Report pg. 37)*
- *“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.” (Report pg. 48)*
- *“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.” (Appendix B, Section 4.3.2)*
- *“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.” (Appendix B, Section 4.5.3)*

v) Support and encourage a diversity of marine activity

- The Urban Design Study area is situated within the broader context of the West Harbour waterfront which provides a variety of marine activities. The transient docks currently under construction as part of the Gateway Park shoreline reconstruction are in proximity to the retail area opposite the Park. Additional public boating facilities and marine activities are provided further west along the West Harbour waterfront, and to the east including the HMCS Haida National Historic Site, HMCS Star and the working industrial port.
- *“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 [Waterfront] park.” (Report, page 50)*

Connections

Principle: Enhance physical and visual connections (A.6.3.2.5)

i) Mitigate or eliminate physical barriers to the waterfront

- There are no physical barriers to the waterfront on Piers 7 and 8 to be mitigated/eliminated (in contrast to the railway corridor that impedes access in other parts of the Secondary Plan area). The Urban Design Study ensures public access to the waterfront. Refer also to the Public Access principle.

ii) Promote a connected open space system along the waterfront, through the neighbourhoods and between Downtown and the waterfront

- *“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.”* (Appendix B, Section 2)
- *“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.”* (Appendix B, Section 5.8)

iii) Extend the existing grid of streets and blocks to the waterfront wherever feasible and appropriate

- Guiding Principle #4 – A fixed street and park network that creates a variety of development blocks (Appendix B, Section 3)
- *“The development blocks are compact (maximum width of 90 m) and have a very walkable scale.”* (Report pg. 52; Appendix B, Section 4.1.7)
- *“Mid-block connections are important to maintain access between changes in land-uses or to link open spaces and should be provided between buildings.”* (Report pg. 52)

iv) Preserve and augment important public vistas and view corridors to and from the waterfront

- *“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.”* (Report pg. 50)
- *“[On Block K,] a view corridor looking north from Hughson Street shall be maintained with direct views toward the Harbour.”* (Appendix B, Section 5.8)

v) Improve pedestrian, cycling and transit connections to the waterfront from Downtown and the Escarpment

- *“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.”* (Report pg. 58)
- *“The design of the cycling network should consider the City’s Cycling Master Plan and Transportation Demand Management Plan.”* (Report pg. 60)

vi) Establish a pedestrian connection between Dundurn Park and the Waterfront Trail

- This connection is not applicable to the Piers 7 and 8 Urban Design Study.

vii) Enhance the streetscapes of key north-south and east-west streets

- *“Where residential uses face on to a mid-block connection they should have unit entrances directly accessible from the walkway.”* (Report pg. 52)
- *“Tree streets should connect the neighbourhood to the surrounding waterfront park and should provide enhanced pedestrian and cycling facilities.”* (Report pg. 56)
- *“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.”* (Appendix B, Section 4.5.3)
- *“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.”* (Appendix B, Section 4.5.4)
- *“Buildings should generally be located at the front property line to create a continuous streetwall. ... Minor variations in setback are encouraged to facilitate wider boulevards, accommodate public amenity space, and to create a more interesting streetscape.”* (Appendix B, Section 4.10)

viii) Develop a continuous waterfront trail

- *“Pier 8 will have a continuous waterfront park with direct views to the Harbour...”* (Report, page 48; Appendix B, page 3)
- *“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).”* (Report, page 50)

Transportation

Principle: Promote a balanced transportation network (A.6.3.2.6)

i) Establish a clear street hierarchy that recognizes the function and character of existing streets

- The street hierarchy is established in the Secondary Plan. For example, it identifies James Street North, Guise Street East, Dock Service Road and Ferguson Avenue (North of Burlington Street) as primary mobility streets. Those streets provide the main access to the Urban Design Study area.
- Within the Urban Design Study area, the streets are more local in nature: *“Streets will be designed with an urban character that prioritizes pedestrians, transit riders and cyclists first.”* (Report pg. 42)

ii) Improve road connections to the waterfront and identify primary routes to waterfront destinations

- Downtown and waterfront wayfinding signage is a separate city project.
- *“Treeed streets should connect the neighbourhood to the surrounding waterfront park and should provide enhanced pedestrian and cycling facilities.”* (Report pg. 56)
- *“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.”* (Report pg. 58)

iii) Promote a more balanced multi-modal transportation system, in which public transit, cycling, walking, ferries, and water taxis have a significant role

- *“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 vehicle lanes) along Streets B and A2. This fine grain network will also be supported with transit access through the neighbourhood.”* (Report pg. 42)
- *“A continuous 6 metre wide multi-use trail should be included within the linear waterfront park. This trail includes separated cycling and walking areas.”* (Report pg. 50)
- *“The Greenway should incorporate cycling and walking trails.”* (Report pg. 50)
- *“Secure bike parking should be located along the length of the trail [in the linear waterfront park]. Activity areas should have additional bike parking areas to accommodate users.”* (Report pg. 50)
- *“All streets should be designed with a priority on pedestrian circulation as well as cycling where appropriate.”* (Report pg. 56)
- *“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).”* (Report pg. 56)

- *“Safe and comfortable transit shelters should be incorporated into the streetscape design at all transit stops” (Report pg. 56)*
- *“Roadway lane widths should be adequately sized as shown in the street sections and should not be oversized.” (Report pg. 58)*
- *“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.” (Report pg. 58)*
- *“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.” (Report pg. 58)*
- *“New development should be compact to utilize transit infrastructure efficiently. Compact development should support walking, cycling and public transit encouraging a healthier lifestyle.” (Report pg. 58)*
- *“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.” (Report pg. 60)*
- *“All streets within Pier 7 + 8 should have sidewalks on both sides.” (Report pg. 60)*
- *“The pedestrian network will be designed in consideration of the City’s Pedestrian Mobility Plan and the Transportation Demand Management Plan.” (Report pg. 60)*
- *“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.” (Report pg. 60)*
- *“A buffer between pedestrians and moving vehicular traffic should be created through boulevards with street trees and, where possible, on-street parking.” (Report pg. 60)*
- *“Provision for bicycling shall be made on all streets.” (Report pg. 60)*
- *“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.” (Report pg. 60)*
- *“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.” (Report pg. 60)*
- *“Where bicycle lanes are located close to sidewalks, bicycle lanes should be clearly signed and demarcated using distinct materials to avoid pedestrian/ cycling conflicts.” (Report pg. 60)*
- *“Priority parking spaces should be provided for community car share parking.” (Report pg. 64)*
- *“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. Summarize how the proposed development meets*

the pedestrian network guidelines outlined in the Urban Design Study” (Report pg. 60; Appendix B, Section 4.3.2)

- *“Summarize how the proposed development meets the cycling design guidelines outlined in the Urban Design Study” (Appendix B, Section 4.3.3)*

iv) Ensure most dwelling units in the area are within 400 meters walking distance of a transit stop

- *“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 to meet the travel demands of residents and visitors. All development shall be in keeping with the City’s Transit Oriented Development Guidelines. Summarize how the proposed development meets the transit network guidelines outlined in the Urban Design Study.” (Report pg. 58; Appendix B, Section 4.3.1)*
- *“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.” (Report pg. 58)*
- *“Direct walking and cycling access to transit should be integrated within all areas of the Piers.” (Report pg. 58)*

v) Monitor and minimize traffic impacts on the existing local street network

- The traffic impacts of future development will continue to be analyzed through the development process, which will occur in phases. The Urban Design Study has provided input to various studies including the Piers 7/8 Parking Study, Transportation Impact Study, and Transportation Demand Management Plan.
- *“On-street parking is located throughout the development to provide additional amenity parking for visitors.” (Report pg. 26)*
- *“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.” (Report pg. 60)*
- *“The central parking structure located on Block G should be designed to accommodate additional levels of parking should they be required in the future.” (Report pg. 64)*
- *“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 long-term, surface parking lots will be replaced with structured parking. The design of parking should meet the requirements of the urban design guidelines. Describe the types of parking proposed and summarize how it meets the guidelines.” (Appendix B, Section 4.4)*

Culture

Principle: Celebrate the City's heritage (A.6.3.2.7)

i) Conserving and strengthening the overall character of the West Harbour neighbourhoods and streetscapes

- Refer to Neighbourhood principle A.6.3.2.2 i).

ii) Conserving, restoring and reusing historic buildings and structures

- Refer to Neighbourhood principle A.6.3.2.2 x).

iii) Reflecting and interpreting the city's industrial, marine, and cultural heritage in the design of new buildings and open space

- *"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."* (Report pg. 48)
- *"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."* (Report pg. 48)
- *"The [Gateway] park should contain elements (landscape or public art) that reflect the marine and industrial history of the Pier 7 + 8 sites."* (Report pg. 52)
- Guiding Principle #7 – Marine and industrial elements in the landscape and/ or architecture that acknowledge the area's history (Appendix B, Section 3)

iv) Encouraging the development of cultural institutions to inform residents and visitors about the area's heritage

- The Urban Design Study provides design guidance for future development in the Study area, including cultural institutions where permitted by the Secondary Plan. While the specific community and cultural uses to be developed are yet to be determined, the Urban Design Study proposes a cultural plaza/pavilion on the east side of Pier 8 to balance existing activities on the west side and draw pedestrian traffic throughout the community (Report pg. 41).
- *"Block H is recommended to have a community anchor with a dedicated community use on the lower levels."* (Appendix B, Section 5.6)

v) Providing public open spaces for cultural festivals and other celebratory events

- The provisions for various parks (existing and future Waterfront Park, Gateway Park) and plazas in the Urban Design Study allow for a variety of uses and events.
- *“The new linear Waterfront Park should be divided into a series of active and passive program areas. These areas can include tables, seating areas, open spaces for exercise classes, a sand beach, playgrounds, etc. (see Pages 28-29 for potential organization of activities).”* (Report pg. 48-49)
- *“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 Report 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 Report Pages 28-29).”* (Report pg. 50)
- *“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.”* (Report pg. 52)
- *“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 [Gateway] park. Seat walls should be provided for informal seating during waterfront events.”* (Report pg. 52)

Design

Principle: Promote excellence in design (A.6.3.2.8)

i) Design and construct buildings that respect, complement, and enhance the best attributes of the harbour

- Key development considerations in the plan include: *“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.”* (Report pg. 26)
- *“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.”* (Report pg. 39)
- *“A key criterion in the evaluation of design should be based on how the landscape can enhance the area’s natural environment.”* (Report pg. 50)
- *“Landscape architectural design will prioritize the use of indigenous, non-invasive plant material and will promote biodiversity, stormwater management and creation of shade.”* (Report pg. 54)
- *“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.”* (Report pg. 72)
- *“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.”* (Appendix B, Section 4.5.2)
- *“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.”* (Appendix B, Section 4.5.3)
- *“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.”* (Appendix B, Section 4.5.3)
- *“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'." (Appendix B, Section 4.5.4)

- *"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. Describe the proposed building materials and their applications."* (Appendix B, Section 4.5.5)
- *"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. Describe the treatment of the lower floors in the proposed design."* (Appendix B, Section 4.6)
- *"Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at the street level."* (Report pg. 78; Appendix B, Section 4.10)

ii) Adopt "best practice" technologies to achieve energy efficient buildings

- *"Energy conservation will be a core requirement and on-site generation of energy from renewable sources is community wide target. Summarize how the proposed development meets the energy conservation goals outlined in the Urban Design Study."* (Report pg. 74 and Appendix B, Section 4.7)
- *"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."* (Report pg. 74)
- *"Purchasing practices and development agreements can be geared to ensure energy efficient electrical appliances and vehicles receive priority. Energy efficiency should be considered when choosing among water, lighting and other systems."* (Report pg. 74)
- *"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."* (Report pg. 74)
- *"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. Summarize how the proposed development meets the Life Cycle Costing Goals outlined in the Urban Design Study."* (Report pg. 74; Appendix B, Section 4.8)
- *"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."* (Report pg. 74)
- *"Large, flat roofs should incorporate green spaces and usable outdoor amenity areas for building users."* (Report pg. 80; Appendix B, Section 4.11)

iii) Ensure the public realm – the area’s parks, squares, streets, trails, and public buildings – is designed, upgraded, and maintained to the highest standards

- *“Streets should be designed in a comprehensive manner that considers the placement of trees, sidewalks, bike circulation, vehicular travel lanes, onstreet parking, pedestrian and street lighting, transit, above- and below-grade infrastructure, loading and servicing, access drives and storm water design.”* (Report pg. 56)
- *“Streetscape designs should incorporate continuous tree-lined boulevards that safely separate pedestrian and automobile traffic. The hardscaped treelined 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.”* (Report pg. 56)
- *“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.”* (Report pg. 58)
- *“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.”* (Report pg. 58)
- *“LED lighting should be provided along pedestrian and bicycling routes wherever possible.”* (Report pg. 58)
- *“Surface parking areas should not be permitted in front of buildings facing streets (except for on-street parallel parking).”* (Report pg. 64)
- *“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).”* (Report pg. 68; Appendix B, Section 4.5.3)
- *“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.”* (Report pg. 70)
- *“Façades facing streets, sidewalks and public open spaces should be composed of large areas of transparent glazing to encourage pedestrian interaction and enhance safety.”* (Report pg. 70)
- *“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.”* (Report pg. 72)
- *“Site design must recommend a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.”* (Report pg. 80; Appendix B, Section 4.11)

iv) Incorporate public art into the design of significant buildings and open spaces

- *“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.”* (Report pg. 48)
- Public Art has been identified as an element that will require additional study and direction: *“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.”* (Report pg. 96)

v) Promote the development of inspiring, meaningful and memorable places

- Key development considerations in the plan include: *“A mix of building heights and massing to provide a varied and interesting architectural character.”* (Report pg. 26)
- *“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.”* (Report pg. 58)
- Guiding Principle #6 – An architecture that is varied, contemporary and compatible with the surrounding areas (Appendix B, Section 3)
- *“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.”* (Appendix B, Section 4)
- *“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.”* (Report pg. 66; Appendix B, Section 4.5)
- *“Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space, and to create a more interesting streetscape.”* (Report pg. 78; Appendix B, Section 4.10)
- *“Buildings should address the principle public street but may incorporate setbacks that provide public plaza areas that include landscaping and tree-planting.”* (Report pg. 80; Appendix B, Section 4.11)
- *“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.”* (Report pg. 70)

Accessibility

Principle: Feature fully accessible design for residents and visitors of all abilities

- i) Clear paths of travel to all buildings and amenities
- ii) Fully accessible buildings
- iii) Completely barrier free residential units

- *“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 lens 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.”* (Report pg. 52; Appendix B, Section 4.1.8)
- *“All streets, sidewalks and paths should be designed for AODA using City Standards and guidelines including the City’s Urban Braille sidewalk program.”* (Report pg. 58)
- *“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.”* (Report pg. 62)
- Guiding Principle #3 - A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving (Appendix B, Section 3)
- The Urban Design Study is focused on exterior design matters that can be implemented through public realm projects and/or be regulated through zoning and site plan control. Interior design issues, such as specific components of barrier-free residential units, are beyond the scope of an urban design study. Interior design requirements related to accessibility, such as the number and characteristics of barrier-free units, could be expressed as development criteria for the real estate disposition strategy.

Affordability

Principle: Provide inclusive and affordable housing as part of residential development

- i) Doesn't cost more than 30% of before tax household income
- ii) Suitable for families
- iii) Continuum of affordable housing: affordable home ownership; non-profit housing (rent geared to income); co-operative housing; purpose-built private market rental housing; supportive housing; secondary suites
- iv) Inclusionary zoning
- v) Innovative housing such as laneway and small homes, co-housing, and low energy consumption via design
- vi) "In the event of disposal of publicly owned lands located within West Harbour, Council will consider the desirability of developing such lands for affordable housing, and where appropriate, shall encourage the development of said lands for such housing as a priority." (A.6.3.3.1.10)
- vii) "In developing city owned lands for residential purposes, Council may require that at least 25% of the gross area of such lands be provided in the form of affordable housing." (A.6.3.3.1.11)
- viii) "The City of Hamilton will partner with the senior levels of government, the private sector and community-based housing providers to promote the development of the City-owned land in the West Harbour for affordable rental and home ownership opportunities through various programmatic initiatives." (A.6.3.8.3.1)

- While the Urban Design Study promotes the development of an accessible, inclusive community, the specific question of where and how affordable housing might be provided is not within the scope of urban design, and will be addressed as part of the real estate disposition strategy. Secondary Plan policies contained in the Working Group Vision (items vi, vii, and viii above) require this consideration for all publicly owned lands within the West Harbour area.
- The Urban Design Study does not preclude the provision of affordable housing on Piers 7 and 8, and notes that the specific provision of affordable housing units remains to be determined: *"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."* (Report page 96)