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This Urban Design Brief is intended to provide the urban design rationale for the development of Piers 6, 7 + 8 as envisioned in the West Harbour Secondary Plan and the site Urban Design Study. This document is to be read in conjunction with the site’s proposed draft plan of subdivision and zoning by-law. The Urban Design Brief is structured as follows:

1.0 Background – provides a brief introduction to the site’s existing conditions and surrounding context including an overview of urban design policies governing the site.

2.0 Site Design – provides a description of the compatibility and fit of the proposed future development in the context of the West Harbour Secondary Plan established goals. A block-by-block development performance standard graphic guide further compliments this section.
THE PROPOSAL

The 15.2 ha (37.5 acres) west waterfront subject site is located in the north end of the City of Hamilton. The site is bounded by Guise Street East to the South, the Hamilton Harbour to the North, the view terminus of James Street to the West and the HMCS Haida to the East (Figure 1).

The proposed draft plan of subdivision puts forward a complete and connected mixed-use neighbourhood with the following characteristics (Figure 2):

1. A mix of uses that support a diverse and vibrant community;
2. An environmentally sustainable street and block pattern that includes landscapes designed 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 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. The establishment of development performance standards that encourage an architecture that is varied, contemporary and compatible with the surrounding areas; and,
7. The conservation of marine and industrial elements that acknowledge the area's history.
Figure 2. Draft Plan of Subdivision and Land Use Plan
1.1.1 EXISTING TOPOGRAPHY + VEGETATION

Located north of the Niagara Escarpment, the site is located at the edge of a steep slope. The site is relatively flat except for a 4-metre grade change along Guise Street, which slopes towards the water. A heavily vegetated small creek remnant is located between Discovery Drive and Catharine Street North (Figure 3).

The grade change at Guise Street provides a significant opportunity to gradually transition built form heights from lower to mid-rise buildings from Guise Street towards the water. An existing gas line easement transverses the site towards the east (Figure 4).
1.1.2 EXISTING ACCESS, BUILDINGS + STRUCTURES

ACCESS

The subject site is currently accessed from Guise Street at Discovery Dr, and Catharine Street.

Discovery Drive is a grand local road, flanked by a prominent flagpole at the intersection with Guise Street (Figure 6). This road leads to the Discovery Centre towards the north end of the site. Discovery Drive also provides access to the sites various structures.

Catharine Street is a local road providing access to the site’s easterly most structures and the adjacent Friends of the Haida federal building compound (Figure 8).
BUILDINGS + STRUCTURES
The subject site has a series of institutional, recreational/retail and industrial buildings and structures as follows (Figure 10):

Existing Pier 8 site structures include the Discovery Centre located next to a small recreational and retail node on the northwest end of the site; at the end of Discovery Drive. The recreational and retail node houses two restaurants, public restrooms, a surface parking lot, and a small recreational plaza, which includes a skating rink (Figure 11 - 14).

The Discovery Centre building reinterprets the Harbour’s industrial architecture legacy by resembling a large shed with minimum fenestration towards the interior of the site, a sweeping arched lobby and generous fenestration along the water (Figure 15 - 16).

The surrounding concession buildings, while more modest, also resemble industrial, nautical related shed buildings. The form, massing and above all the use of these buildings make for a significant and important citywide attraction further complimenting the area’s existing and future recreational amenities.
Further east, the site houses three large warehouses, the one-storey offices of Brewer’s Marine Supply (at the intersection of Discovery Drive and Guise Street), and the one-storey Navy League at the intersection of Catharine St North and Guise Street (Figure 17 - 19).

Piers 6 + 7 currently house three storage sheds related to the marina.

The site’s industrial warehouses are challenging to retrofit; however, their form and massing ought to be reinterpreted in the design of future buildings.
1.2 SITE CONTEXT ANALYSIS

1.2.1 COMMUNITY CONTEXT

The site is located within the City’s old west harbour where residents have come to play, taking advantage of the beauty and protected waters of the harbour since the 1860’s. With much of the industrial uses gone, the lands have been envisioned as a new mixed-use neighbourhood with an extensive open space/recreational network associated with the harbour’s views and proximity to the water (Figure 20).

From the city’s urban structure, the site sits at the north end of an important primary corridor (James Street) traversing the entire City south to the airport. Furthermore, the site is located in close proximity to the City’s Downtown Urban Growth Centre (Figure 21).

The area is characterized by tightly knitted neighbourhoods with small low-rise residential buildings. The community’s rich industrial legacy is visible in a series of low-rise warehouse/industrial buildings dispersed throughout the community.
Figure 20. Waterfront Master Plan with site boundary
Figure 21. Official plan urban structure schedule

APPEALS

- The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street East in the east, following the hydro corridor and encompassing the Red Hill Business Park to Upper James Street remains under appeal.

Lands Under Appeal
- 17, 20, 22, 26, 28, 58 and 60 Ewen Road, 5 Offield Road and 20 Rifle Range Road (AWW Lands)

Legend
Urban Structure Elements
- Neighbourhoods
- Employment Areas
- Major Activity Centres
- Major Open Space

Nodes
- Downtown Urban Growth Centre
- Sub-Regional Service
- Community

Corridors
- Primary
- Secondary
- Potential Expansion of Secondary Corridors

Other Features
- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- Lands Subject to Non Decision 117 (a) (353 James Street North)
- Lands Subject to Non-Decision 117 (a) (2012 Upper James Street)

Council Adoption: July 9, 2009
Ministerial Approval: March 16, 2011
Effective Date: August 16, 2013

Urban Hamilton Official Plan
Schedule E
Urban Structure

BACKGROUND + EXISTING CONDITIONS
1.2.2 NEIGHBOURHOOD CONTEXT

The site’s current function, within the immediate neighbourhood and overall city, has been as a recreational node where people come to enjoy the views from the water edge or engages on active recreational activities such as cycling, skating, and sailing (Figure 24).

While no formal waterfront trail has been built along the site’s water edge, the site water edge functions as a cycling and pedestrian promenade further supporting existing recreational uses (Figure 22 - 23).
1.2.3 STREETSCAPE CONTEXT

GUISE STREET EAST
The site fronts onto Guise Street East, which despite its Collector road classification can be described as having two distinctive streetscape characters: the low-rise collector road character and the high-rise local road character.

The low-rise collector road character is located between James Street and Discovery Drive. The streetscape is characterized by a wide right of way flanked by low to mid-rise buildings with a modest street setback (average of 9 metres) on the south side of the road and an open view of the harbour to the north (Figure 25 - 26).

The high-rise local road character is located between John Street and Catharine Street. This portion of Guise Street is characterized by a narrower right of way with high-rise buildings with a large street setback (approximately 22 metres) on the south of the road and a one-storey office and institutional buildings with a heavily vegetated edge to the north (Figure 27 - 28).
1.2.4 SITE CONTEXT

The surrounding community is predominately low-rise with a mix of single detached, townhouse and apartment buildings two to six storeys in height. A high-rise complex with two residential towers of 20 – 22 storeys each is located on John Street North at the intersection with Guise Street (Figure 32).

Located in close proximity, Hamilton’s Port Authority offices are housed in a seven-storey building at the intersection of James Street North and Guise Street (Figure 35).
Existing Open Space areas in close proximity to the site include Eastwood Park located at the corner of Catharine Street and Dock Service Road, to the east; Bayview Park at MacNab Street and Leander Drive to the west. Existing open space facilities are linked through an existing network of pedestrian sidewalks. An additional private open space area is located next to the Royal Hamilton Yacht Club private park (Figure 36).
1.3 APPLICABLE DESIGN REQUIREMENTS

1.3.1 KEY POLICIES + GUIDELINES

SETTING SAIL: SECONDARY PLAN FOR WEST HARBOUR (ADOPTED IN 2005 AND APPROVED IN 2012)

The City of Hamilton’s West Harbour (Setting Sail) Secondary Plan (Secondary Plan), first adopted by city council in 2005 and further consolidated in 2012, guides the detailed planning, zoning and development decisions, and identifies the city’s priorities in terms of development for the West Harbour. This Secondary Plan further defines land use plans for the West Harbour area as it relates to: the public realm, maintaining views and vistas, enhancing transportation access to the Harbour, and maintaining the area’s heritage. For the purposes of this report, policies specific to Piers 6, 7 + 8 will be examined.

The Residential land use designation for Piers 7 + 8 are Medium Density Residential 1 and Medium Density Residential 2 under Schedule “M-2” of the Secondary Plan. This section specifies a required development density of 60 – 150 units per gross hectare with building heights ranging from 3 – 5 storeys on Medium Density Residential 1 lands [Section A.6.3.3.1.13]. Medium Density Residential 2 lands have a housing density of 150 – 300 units per gross hectare, with building heights ranging from 4 – 8 storeys [Section A.6.3.1.14]. One hotel will be permitted on designated Medium Density Residential 2 lands [Section A.6.3.5.1.13].

City council may also require at least 25% of the gross area of the West Harbour lands to be designated for affordable housing [Section A.6.3.3.1.11].

The Mixed Use designation on Pier 8 permits apartment buildings with ground-floor, street-related commercial and/or community uses with building heights ranging from 4 – 5 storeys, as identified on Schedule “M-4” [Section A.6.3.1.17]. The ground-floor cultural/ commercial use must not occupy more than 20% of the total non-residential floor area [Section A.6.3.5.1.12].

Under Schedule “M-2” of the Secondary Plan, Pier 8 is also designated Institutional, to accommodate the proposed Canada Marine Discovery Centre. This section specifies a building height range of 2 – 4 storeys, as identified on Schedule “M-4” [Section A.6.3.3.1.20].

Designated Waterfront Commercial, the lands within Piers 6 + 7 were the subject of an amendment intended implement the West Harbour Waterfront Recreation Master Plan. The permitted uses to include small-scale specialty commercial uses including restaurants and small-scale commercial uses ancillary to marine recreational uses, residential uses are permitted on upper floors. Permitted building heights range from 2 – 4 storeys.

The Secondary Plan highlights the adjacent Guise Street as a Primary Mobility Street, under Schedule “M-5”. As such, the right-of-way width of Guise Street must be 20 metres. Local streets, which may be extended or created in Pier 8, must have a right-of-way width ranging from 18 – 20 metres [Section A.6.3.2.4]. Pier 6 must maintain a 10 metre wide public promenade along the harbour [Section A.6.3.5.1.8]. Pier 8 must also maintain continuous public open space approximately 30 metres wide and including the water’s edge promenade [Section A.6.3.5.1.21]. This public open space will correlate with the city’s development of a civic plaza or park, meant to encourage year-round use of the open space [Section A.6.3.5.1.11]. All new development must adhere to a street grid pattern to improve mobility and maintain the neighbourhood’s character [Section A.6.3.3.2.3].

Schedule “M-5” identifies approximately 10 key vistas from Piers 6, 7 + 8 which must be preserved. Additional development in this area that extends the public realm may allow the City to identify additional views or vistas that must be preserved [Section A.6.3.3.4.5].

As outlined in multiple policies in the Secondary Plan, parking shall be provided to the rear of sites, underground, and/or in above-grade structures with access from public streets or laneways. All above-grade parking structures shall be located within buildings, and be fronted on all levels by residential or commercial uses [Sections A.6.3.3.1.13, A.6.3.3.1.17, A.6.3.3.1.20]. A public parking garage is permitted on the block north of Guise Street, between the future extensions of Hughson Street and John Street. A public parking garage in this location shall be integrated with, and fronted on all sides and all levels by residential or commercial uses [Section A.6.3.5.1.14].
The main basin area, which encompasses Piers 5 – 8, is to be bordered by a 6 metre wide boardwalk supported by piles along the water’s edge, comprised of hardwood timber for easy maintenance.

Three types of trails (recreation trail, waterfront trail, and water’s edge trail) will accommodate various modes of active transportation. The recreation trail, intended for higher speed active transportation along Guise Street, will aid in maintaining fluid movement of pedestrians and cyclists along this urban path. Main trails should be comprised of smooth asphalt, to allow ease of use for various active transportation mode types such as bikes, rollerblades, etc.

Two slips on Pier 7 will have pedestrian bridges: a fixed westerly bridge; and an easterly optional swing bridge. The swing bridge would allow for docking of vessels during special events.

The Guise Street mixed-use commercial area is to maintain a building height of 2 storeys street side, or 3 storeys waterfront side, to accommodate the significant grade change along the street. This street will separate public waterfront activities to the north and private developments to the south. Another grade change between Guise Street and the James Street plaza will also allow the opportunity for outdoor terraced seating. All mixed-use buildings on Piers 6 + 7 should follow a contemporary architecture style, influenced by industrial waterfront shed architecture. Commercial uses permitted along this area include: retail; cafes; pubs; and overnight accommodations. Urban design for new developments along Guise Street should prevent physical and psychological barriers that prevent public access to the water’s edge. This may be achieved through creating permeable entrances with large gaps between buildings, and providing a minimum 8 metre setback along the street to allow for: a 2 metre pedestrian zone next to shop fronts; 4 metre recreational path; and a 2 metre tree planting/boulevard zone next to the curb.

Vehicular access to Piers 6, 7 + 8 are as follows: Piers 6 + 7 are to allow service and secondary vehicle access, while Pier 8 is to accommodate secondary vehicle access only.

Views are to be designed to include: a framed view from the end of James Street to the Harbour adjacent to Piers 6 + 7; and a panoramic view along Pier 8 from the end of Hughson Street to the Harbour. The view from the Marine Discovery Centre is also to be maintained, overlooking the Harbour.

The architectural characteristic for new developments in Piers 6, 7 or 8 are to maintain the nautical, industrial and port-related waterfront style presently seen in Pier 8. New developments are to be unique and differentiable from existing architectural styles. A minimum roof pitch ranging from 7:12 – 9:12 shall be used, to maintain coordination with rooflines and slopes of existing buildings.

The landscape design of Piers 6, 7 + 8 are to maintain the piers and port lands design, comprised of large flexible spaces and paved hard edges. Waterfront spaces are usually characterized by: cobble plazas; boardwalk and timber structure; practical metal furnishings; and vegetation at the margins or in containers.
1.3.2 URBAN DESIGN POLICIES + GUIDELINES

The Pier 7 & 8 Urban Design Study for the City of Hamilton provides detailed guidelines in regards to the planned redevelopment of Piers 7 + 8. Its vision includes creating a vibrant urban waterfront for Pier 8, which includes a supported mix of residential, commercial, and institutional land uses that is compatible with Pier 7. The following provides three charts outlining the various identified design guidelines and requirements for redevelopment on Piers 6, 7 + 8 from the Urban Design Study, as well as other identified policy documents. Guidelines will be identified in terms of site, building, and landscaping requirements.
| Streetscape Design | Sidewalks | **Urban Design Study**  
| 2 metres minimum (Residential areas)  
| 5 metre maximum (Retail/Mixed-use areas)  
| Sidewalks on both sides of road |
| Roads | **Urban Design Study**  
| Pedestrian/cycling priority  
| Lane widths should be adequately sized  
| Tree-lined boulevards  
| **Secondary Plan**  
| 20 metre ROW for Guise Street  
| 18 – 20 metre ROW for other local roads  
| Adhere to street grid pattern |
| Trails | **Urban Design Study**  
| 6 metre multi-use trail along waterfront park  
| **Master Plan**  
| High speed recreation trail along Guise Street |
| Boardwalks | **Urban Design Study, Master Plan**  
| +/−6 metre wide boardwalk along Gateway Park  
| **Urban Design Study, Secondary Plan**  
| 30 metre wide promenade along Waterfront Park on Pier 8  
| 10 metre wide promenade along Pier 6  
| Trail/promenade should be publicly owned |
| Lighting | **Urban Design Study**  
| LED lighting along pedestrian and bicycling routes  
| **Master Plan**  
| Existing lighting replaced with dark-sky friendly fixtures |
| Context | **Urban Design Study**  
| Existing shoreline conditions on Pier 8 be maintained with the ability to moor large boats along the entire edge of the park  
| **Master Plan**  
| Established neighbourhoods to the south of site are single-family, semi-detached housing forms  
| Serviced by HSR bus lines  
| West Harbour Waterfront is part of Lake Ontario WaterFront Trail Network and Trans Canada Trail  
| Site is at foot of steep embankment, slopes towards water  
| Waterfront located within Spencer Creek watershed  
| **Opportunities and Challenges Report, Preferred Land Use Strategy Report**  
| Soils may be contaminated, soils and groundwater remediation may be required |
| Compatibility | **Urban Design Study**  
| Pier 8 will be designed to be compatible with Pier 7  
| Architecture compatible with surrounding areas  
| **Secondary Plan**  
| New development must be compatible with and enhance local character  
| Public/private developments should use building materials that are consistent with the surrounding context, and emphasize views/vistas |
| Site Planning | Parking | **Urban Design Study**  
| Structured parking not face open spaces or the waterfront opposite Streets A1, C1 and E  
| Ramps at street corners or view termini not permitted  
| Ground and second floor of parking structures facing streets or public open spaces contain occupied areas for uses other than parking  
| Surface parking lots not be permitted in front of buildings facing streets  
| On-street surface parallel parking permitted  
| **Secondary Plan**  
| Located to the rear/underground/in above-grade structures  
<p>| Above-grade structures fronted on all levels by residential or commercial uses |</p>
<table>
<thead>
<tr>
<th>Building Design</th>
<th>Views</th>
<th>Urban Design Study</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>• Primary entrances face public streets</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Entrances directly accessible from sidewalks</td>
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<tr>
<td></td>
<td></td>
<td><strong>Master Plan</strong></td>
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<tr>
<td></td>
<td></td>
<td>• Framed view from the end of James Street</td>
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<tr>
<td></td>
<td></td>
<td>• Panoramic view along Pier 8 from the end of Hughson Street</td>
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<td></td>
<td></td>
<td>• View from the Marine Discovery Centre</td>
</tr>
</tbody>
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<thead>
<tr>
<th>Materials</th>
<th>Urban Design Study</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Transparent glazing at façades facing streets, sidewalks, public open spaces, ground floors</td>
</tr>
<tr>
<td></td>
<td>• Wood decking or marine objects (salvaged heritage features)</td>
</tr>
<tr>
<td></td>
<td><strong>Master Plan</strong></td>
</tr>
<tr>
<td></td>
<td>• Corrugated galvanized metal sliding, recycled timber, native masonry, translucent/transparent material</td>
</tr>
</tbody>
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<tr>
<th>Form</th>
<th>Architecture</th>
<th>Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Contemporary, industrial waterfront shed style</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Roof pitch range: 7:12 – 9:12 minimum</td>
<td></td>
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<thead>
<tr>
<th>Density</th>
<th>Secondary Plan</th>
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<tbody>
<tr>
<td></td>
<td>• 60 – 150 units/gross hectare for Medium Density Residential 1 lands</td>
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<tr>
<td></td>
<td>• 150 – 300 units/gross hectare for Medium Density Residential 2 lands</td>
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<thead>
<tr>
<th>Building Height</th>
<th>Urban Design Study</th>
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<tbody>
<tr>
<td></td>
<td>• 2 – 8 storeys overall</td>
</tr>
<tr>
<td></td>
<td>• 4.5 metre ground floor (Retail/Mixed-Use)</td>
</tr>
<tr>
<td></td>
<td>• 4.5 metre ground floor, +0.9 metres (Residential)</td>
</tr>
<tr>
<td></td>
<td>• Building base of 4/5 storeys (Tall buildings)</td>
</tr>
<tr>
<td></td>
<td><strong>Master Plan</strong></td>
</tr>
<tr>
<td></td>
<td>• 2 storeys street side, 3 storeys waterfront side along Guise Street (Mixed-Use Commercial)</td>
</tr>
</tbody>
</table>

| Secondary Plan | • 4 – 5 storeys (Mixed-Use) |
|----------------|• 2 – 4 storeys (Institutional) |

<table>
<thead>
<tr>
<th>Massing</th>
<th>Urban Design Study</th>
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<tbody>
<tr>
<td></td>
<td>• 2 metre floor setback after 4th/5th storey (Tall buildings)</td>
</tr>
<tr>
<td></td>
<td>• Building located at the front property line (Mid-rise buildings)</td>
</tr>
<tr>
<td></td>
<td>• Minor variations in setbacks are encouraged</td>
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<tr>
<td></td>
<td><strong>Master Plan</strong></td>
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<tr>
<td></td>
<td>• 8 metre setback along Guise Street to allow for: 2 metre pedestrian zone; 4 metre recreational path; and a 2 metre tree planting/boulevard zone</td>
</tr>
</tbody>
</table>

| Secondary Plan | • Front yard setbacks consistent with setbacks of adjacent buildings (Medium Density Residential 1 & 2 lands) |

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<thead>
<tr>
<th>Block Size</th>
<th>Urban Design Study</th>
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<tbody>
<tr>
<td></td>
<td>• 90 metre maximum width</td>
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<thead>
<tr>
<th>Façade Treatments</th>
<th>Urban Design Study</th>
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<tbody>
<tr>
<td></td>
<td>• Pier 8: all buildings will have 4 prominent elevations</td>
</tr>
<tr>
<td></td>
<td>• Frontages exceeding 25 metres width divided into functionally and visually smaller elements through façade articulation, courtyards, and networks of walkways/landscaping</td>
</tr>
<tr>
<td></td>
<td>• Side façades design and materials equal to front façade</td>
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<tr>
<td></td>
<td>• Façades at the base of the building exhibit increased architectural detailing</td>
</tr>
<tr>
<td></td>
<td><strong>Master Plan</strong></td>
</tr>
<tr>
<td></td>
<td>• Repeated exposed structural elements, horizontal punched openings, articulated railings</td>
</tr>
<tr>
<td></td>
<td>• Naval architecture treatments: weighted hull, lightened superstructure, masts, cables</td>
</tr>
</tbody>
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<thead>
<tr>
<th>Function</th>
<th>Land Use</th>
<th>Urban Design Study</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>• Centralized parking garage wrapped on the ground and 2nd floors with Residential/Retail/Community uses</td>
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<tr>
<td></td>
<td></td>
<td>• Blocks A &amp; E: Institutional</td>
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<tr>
<td></td>
<td></td>
<td>• Blocks I &amp; J: Medium Density Residential 1 (along Guise Street)</td>
</tr>
<tr>
<td></td>
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<td>• Blocks D &amp; H: Mixed Use</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Blocks F, G, I: Prime Retail (along Street A1 &amp; C2)</td>
</tr>
<tr>
<td></td>
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<td>• Block K: Waterfront Commercial (as per OPA 233)</td>
</tr>
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## LANDSCAPE

<table>
<thead>
<tr>
<th>Amenity Spaces</th>
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<tbody>
<tr>
<td><strong>Formal Spaces</strong></td>
<td><strong>Urban Design Study</strong></td>
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<tr>
<td>• Benches</td>
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<td>• Tables</td>
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<tr>
<td>• Shade Shelters</td>
<td></td>
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<tr>
<td><strong>Informal Spaces</strong></td>
<td><strong>Urban Design Study</strong></td>
</tr>
<tr>
<td>• Open areas</td>
<td></td>
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<tr>
<td>• Large hard surfaces</td>
<td></td>
</tr>
<tr>
<td>• Flexible seating</td>
<td></td>
</tr>
<tr>
<td>• Opportunities to book space for events</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Buffering</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Design Study</strong></td>
<td></td>
</tr>
<tr>
<td>• Between pedestrians and moving vehicular traffic</td>
<td></td>
</tr>
<tr>
<td>• Buffer using street trees and on-street parking</td>
<td></td>
</tr>
<tr>
<td>• Front yard landscape buffer of 3 metres from property line at ground floor</td>
<td></td>
</tr>
<tr>
<td><strong>Master Plan</strong></td>
<td></td>
</tr>
<tr>
<td>• Vegetation may be used as screening in addition to solid fencing</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Streetscaping Materials</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Master Plan</strong></td>
<td></td>
</tr>
<tr>
<td>• Smooth asphalt trails</td>
<td></td>
</tr>
<tr>
<td>• Existing furnishing should be replaced with contemporary furnishings</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Planting Plant Species</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Design Study</strong></td>
<td></td>
</tr>
<tr>
<td>• Drought tolerant</td>
<td></td>
</tr>
<tr>
<td>• Non-invasive species</td>
<td></td>
</tr>
<tr>
<td>• Annual, perennial, shrubs</td>
<td></td>
</tr>
</tbody>
</table>
In combination with the site’s draft plan of subdivision, this section puts forward the site’s envisioned street and block pattern and built form standards to be used by future developers in the implementation of the site’s goals through the site plan design process.

The manner in which the proposed street and block pattern and built form performance standards fit within its immediate and broader West Harbour context is best described by analyzing how the plan addresses the Secondary Plan planning goals as follows:

### 2.1.1 PROMOTE A HEALTHIER HARBOUR

The restoration of the health of the harbour is one of the key principles shaping the future development of the site. With this in mind, specific site plan design strategies have been integrated into the draft plan design of the site to include (Figure 37):

1. A new Green Street (The Greenway) that serves both as a storm water management facility and an east-west pedestrian link. The Green Street is to minimize the reliance on the existing combined sewer system by implementing an at-source storm water management best practice strategy, and

2. A new street and block network that extends the existing street and block system towards the water edge maintaining and protecting views to the water and improving public access to the harbour.

![Figure 37. Proposed sustainability and connectivity](image-url)
2.1.2 STRENGTHEN EXISTING NEIGHBOURHOODS

The proposed plan protects and enhances the existing surrounding neighbourhood character and its physical relationship with the waterfront by:

1. Developing an underutilized segment of the west waterfront that currently does not facilitate free public access to the majority of the site’s water edge;
2. Implementing a building height transition strategy, where the southern edge of the new neighbourhood is appropriately scaled to the existing low-rise character to the south and taller buildings are located near the centre of the new community (Figure 38);
3. Enhancing existing parkland and improving access to the waterfront with additional publicly-accessible water edge open spaces (Figure 39);
4. Maximizing on-street parking throughout the development to provide additional amenity parking for visitors;
5. Delivering a complete community by providing for a diversity of land-use opportunities to include community and cultural uses as community anchors and new commercial uses that cater to the local neighbourhood (Figure 40); and,
6. Delivering transit supportive residential densities.
Figure 39. Pedestrian and cyclist waterfront access points

Figure 40. Proposed land uses
2.1.3 PROVIDE SAFE, CONTINUOUS PUBLIC ACCESS ALONG THE WATER’S EDGE

The proposed plan provides for a safe and continuous public access along the water’s edge. The proposed open space builds on the existing West Waterfront trail system, which once completed, will provide for an uninterrupted, contiguous system from Bayfront Park to Eastwood Park. The proposed plan ensures the ultimate West Harbour vision is delivered by:

1. Introducing an approximately 30 metres wide waterfront park along the edges of Pier 8 with a variety of activities, spaces and amenities;
2. Providing for a well connected water edge pedestrian and cycling network that connects to the site’s internal street layout;
3. Providing for an active use ground floor strategy further activating the site’s streetscapes (Figure 41).
2.1.4 CREATE A DIVERSE, BALANCED + ANIMATED WATERFRONT

Resident’s and visitor’s safety and comfort are key goals in the establishment of a 24-7 year round environment. The proposed plan ensures a diverse and animated community is implemented by:

1. Promoting a diversity of land uses along the waterfront, including open space, residential, cultural, commercial, and institutional (Figure 42);
2. Maintaining a balance of active and passive recreational uses and outdoor and indoor waterfront attractions that takes advantage of the harbour setting and promotes season-long and year-round enjoyment and appreciation of the waterfront; and in consequence
3. Enhancing the city as a tourist destination.

Figure 42. Land use diversity along waterfront
2.1.5 ENHANCE PHYSICAL + VISUAL CONNECTIONS

Visual and physical access to the waterfront’s edge by the new and existing surrounding community is ensured by (Figure 43):

1. Delivering a compact road network of green streets with small walkable blocks framed by continuous rows of trees;
2. Promoting a connected open space system along the waterfront;
3. Extending the existing grid of streets and blocks to the waterfront;
4. Preserving and augmenting important public vistas and view corridors to and from the waterfront;
5. Improving pedestrian, cycling and transit connections to the waterfront; and,
6. Developing a continuous waterfront trail.
2.1.6 PROMOTE A BALANCED TRANSPORTATION NETWORK

As intensification takes place and visitors’ increase, access by all modes of transportation is key to the area’s well being. The proposed plan encourages and supports alternate modes of transportation by:

1. Establishing a clear street hierarchy that recognizes the function and character of existing streets;
2. Improving road connections to the waterfront and identifying primary routes to waterfront destinations;
3. Promoting a more balanced multi-modal transportation system, where public transit cycling, and walking are accommodated for;
4. Providing for a mixed of uses that cater for the local neighbourhood needs; and,
5. Providing a transit supportive residential mix.
2.1.7 CELEBRATE THE CITY’S HERITAGE

The proposed plan conserves and strengthens the area’s rich cultural and industrial heritage urban fabric by (Figure 44):

1. Conserving the area’s existing street and block pattern, further extending the north south street network towards the water edge;
2. Reflecting and interpreting the city’s industrial, marine and cultural heritage by preserving a continuous water edge open space that provides for uninterrupted views to the harbour and celebrates the site’s historic relationship to the water;
3. Encouraging the conservation and development of cultural institutions to inform residents and visitors about the area’s heritage; and,
4. Providing public open spaces that can accommodate for cultural festivals and other celebratory events.

2.1.8 PROMOTE EXCELLENCE IN DESIGN

The West Harbour area is centrally located in Hamilton, as such; it conveys an image of the city to the world, an image that requires the highest standard of design. The proposed plan promotes excellence in design by:

1. Permitting a mix of building heights and massing to provide a varied and interesting architectural character (as put forward in this section block-by-block performance standards), and
2. Ensuring the public realm—the area’s parks, squares, streets, trails and public buildings—is designed, upgraded and maintained to the highest standards.
2.2 DEVELOPMENT PERFORMANCE STANDARDS

Development performance standards have been included to guide future development in the site plan design process. The enclosed standards should be read in conjunction with the site’s Zoning By-law standards. Figure 45 shows the layout of each development block.
Institutional Use

SITE PLAN

CROSS SECTION A-A'

ISONOMETRIC VIEW

REGULATIONS

MAX BUILDING SETBACK
- a North: 3 metres
- b South: 1.5 metres
- c East: 3 metres
- d West: 5 metres
- e After 5th Storey: 2 metres

BUILDING HEIGHT
- f Min Ground Floor: 3.6 metres
- g Min Building Height: 4 storeys
- h Max Building Height: 8 storeys

MIN. WIDTH OF GROUND FLOOR FAÇADE
- i Abutting Street “A”: 75%
- j Abutting Street “D”: 50%
- k Abutting SWM Block: 50%

BUILDING DENSITY
- Min Dwelling Units: 90
- Max Dwelling Units: 120
- Max Res. Floor Area: 9,000 sq. metres

1 except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage

Note: Cross Section not to scale

See Regulations
PERMITTED USES

- Multiple Dwellings
- Live/Work Unit

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
### REGULATIONS

**MAX BUILDING SETBACK**

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>a</td>
<td>North</td>
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<td>b</td>
<td>South</td>
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<tr>
<td>c</td>
<td>East</td>
</tr>
<tr>
<td>d</td>
<td>West</td>
</tr>
<tr>
<td>e</td>
<td>After 5(^{th}) Storey</td>
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</table>

**BUILDING HEIGHT**

<p>| | |</p>
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<th></th>
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<tbody>
<tr>
<td>f</td>
<td>Min Ground Floor</td>
</tr>
<tr>
<td>g</td>
<td>Min Building Height</td>
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<tr>
<td>h</td>
<td>Max Building Height</td>
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</tbody>
</table>

**MIN. WIDTH OF GROUND FLOOR FAÇADE**

<p>| | |</p>
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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>i</td>
<td>Abutting Street “A”</td>
</tr>
<tr>
<td>j</td>
<td>Abutting Street “B”</td>
</tr>
<tr>
<td>k</td>
<td>Abutting Street “D”</td>
</tr>
<tr>
<td>l</td>
<td>Abutting SWM Block</td>
</tr>
</tbody>
</table>

**BUILDING DENSITY**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Min Dwelling Units</td>
<td>188</td>
</tr>
<tr>
<td>Max Dwelling Units</td>
<td>297</td>
</tr>
<tr>
<td>Max Res. Floor Area</td>
<td>20,800 sq. metres</td>
</tr>
</tbody>
</table>

\(^1\)except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage.
PERMITTED USES

- Multiple Dwellings
- Live/Work Unit

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
**SITE PLAN**

- Property Line
- Min. Width of Ground Floor Façade
- Open Space Use

**CROSS SECTION A-A**

- Buildable Area
- Min. Width of Ground Floor Façade
- Open Space Use

**ISONOMETRIC VIEW**

**REGULATIONS**

<table>
<thead>
<tr>
<th>MAX BUILDING SETBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. North</td>
</tr>
<tr>
<td>b. South</td>
</tr>
<tr>
<td>c. East</td>
</tr>
<tr>
<td>d. West</td>
</tr>
<tr>
<td>e. After 5th Storey</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>f. Min Ground Floor</td>
</tr>
<tr>
<td>g. Min Building Height</td>
</tr>
<tr>
<td>h. Max Building Height</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MIN. WIDTH OF GROUND FLOOR FAÇADE</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Abutting Street “B”</td>
</tr>
<tr>
<td>j. Abutting North Lot Line</td>
</tr>
<tr>
<td>k. Abutting East Lot Line</td>
</tr>
<tr>
<td>l. Abutting SWM Block</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING DENSITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min Dwelling Units</td>
</tr>
<tr>
<td>Max Dwelling Units</td>
</tr>
<tr>
<td>Max Res. Floor Area</td>
</tr>
<tr>
<td>Max Comm. Floor Area</td>
</tr>
</tbody>
</table>

$^1$except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage
PERMITTED USES

RESIDENTIAL
- Multiple Dwellings
- Multiple Dwellings with Ground Floor Commercial Uses
- Live/Work Unit
- Multiple dwellings above Permitted Institutional Uses

COMMERCIAL
- Beverage Making Establishment
- Catering Service
- Commercial Entertainment
- Commercial Recreation
- Commercial School
- Communications Establishment
- Craftpersons Shop
- Financial Establishment
- Microbrewery
- Office
- Personal Services
- Place of Assembly
- Repair Service
- Restaurant
- Retail
- Studio

INSTITUTIONAL
- Day Nursery
- Educational Establishment
- Library
- Art Gallery
- Museum
- Place of Worship
- Social Services Establishment

PROHIBITED USES
- Drive-Through Facility, even as an accessory use
- Motor Vehicle Collision Repair Establishment
- Motor Vehicle Rental Establishment
- Motor Vehicle Service Station

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

LOCATION OF PARKING

In Mixed Use areas parking shall be provided underground and/or in above grade parking structures

ABOVE GRADE PARKING STRUCTURES

Above grade parking structures shall be located within buildings and fronted on all levels by commercial, cultural or residential uses

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
**REGULATIONS**

**MAX BUILDING SETBACK**
- a North: 3 metres\(^1\)
- b South: 1.5 metres\(^1\)
- c East: 3 metres\(^1\)
- d West: 5 metres\(^1\)
- e After 5th Storey: 2 metres

**BUILDING HEIGHT**
- f Min Ground Floor: 3.6 metres
- g Min Building Height: 4 storeys
- h Max Building Height: 8 storeys

**MIN. WIDTH OF GROUND FLOOR FAÇADE**
- i Abutting Street “A”: 75%
- j Abutting Street “C”: 75%
- k Abutting SWM Block: 50%

**BUILDING DENSITY**
- Min Dwelling Units: 98
- Max Dwelling Units: 122
- Max Res. Floor Area: 9000 sq. metres
- Max Comm. Floor Area: 340 sq. metres

\(^1\)except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage
PERMITTED USES

RESIDENTIAL
• Multiple Dwellings
• Multiple Dwellings above permitted Commercial Uses
• Live/Work Unit

COMMERCIAL
• Beverage Making Establishment
• Catering Service
• Commercial Entertainment
• Commercial Recreation
• Commercial School
• Communications Establishment
• Craftpersons Shop
• Financial Establishment
• Microbrewery
• Office
• Personal Services
• Place of Assembly
• Repair Service
• Restaurant
• Retail
• Studio

PROHIBITED USES
• Drive-Through Facility, even as an accessory use
• Motor Vehicle Collision Repair Establishment
• Motor Vehicle Rental Establishment
• Motor Vehicle Service Station

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk

COMMERCIAL USES

ONLY PERMITTED AT GRADE
Shall only be permitted at Grade and directly oriented to Street “C”, floor plate to have maximum depth of 20 metres

PRINCIPAL ENTRANCE
Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
SITE PLAN

CROSS SECTION A-A'

ISONOMETRIC VIEW

REGULATIONS

MAX BUILDING SETBACK
- a North: 1.5 metres
- b South: 3 metres
- c East: 3 metres
- d West: 3 metres
- e After 3rd Storey: 1 metre

BUILDING HEIGHT
- f Min Ground Floor: 3.6 metres
- g Min Building Height: 4 storeys
- h Max Building Height: 6 storeys

MIN. WIDTH OF GROUND FLOOR FAÇADE
- i Abutting Street “A”: 75%
- j Abutting Street “B”: 50%
- k Abutting Street “C”: 75%
- l Abutting SWM Block: 50%

BUILDING DENSITY
- Min Dwelling Units: 120
- Max Dwelling Units: 188
- Max Res. Floor Area: 13,200 sq. metres
- Max Comm. Floor Area: 500 sq. metres

1 except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage
PERMITTED USES

RESIDENTIAL
• Multiple Dwellings
• Multiple Dwellings above permitted commercial uses
• Live/Work Units

COMMERCIAL
• Commercial Parking Facility
• Beverage Making Establishment
• Catering Service
• Commercial Entertainment
• Commercial Recreation
• Commercial School
• Communications Establishment
• Craftpersons Shop
• Financial Establishment
• Microbrewery
• Office
• Personal Services
• Place of Assembly
• Repair Service
• Restaurant
• Retail

PROHIBITED USES
• Drive-Through Facility, even as an accessory use
• Motor Vehicle Collision Repair Establishment
• Motor Vehicle Rental Establishment
• Motor Vehicle Service Station

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

COMMERCIAL PARKING FACILITY

MINIMUM DISTANCE OF PARKING GATE FROM STREET
6.5 metres

TO BE FRONTED ON ALL SIDE AND ALL LEVELS BY RESIDENTIAL OR COMMERCIAL USES

Notwithstanding Max Comm. Floor Area and Comm. Uses Permitted At Grade, all sides and all levels of a Commercial Parking Facility shall incorporate permitted commercial uses and residential uses with Parking located interior to these uses

PRINCIPAL ENTRANCE FOR AT GRADE COMMERCIAL AND RESIDENTIAL USES

Permitted at grade Commercial and Residential uses shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk

COMMERCIAL USES

ONLY PERMITTED AT GRADE

Shall only be permitted at Grade and directly oriented to Streets “A” and “C”, shall be within 30 metres of the intersection of Streets “A” & “C”, and the floor plate to have maximum depth of 20 metres.

PRINCIPAL ENTRANCE

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
### SITE PLAN

- **Property Line**
- **Min. Width of Ground Floor Façade**

### CROSS SECTION A-A¹

- Buildable Area
- **Note: Cross Section not to scale**

### REGULATIONS

#### MAX BUILDING SETBACK

<table>
<thead>
<tr>
<th>Letter</th>
<th>Direction</th>
<th>Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>North</td>
<td>1.5 metres¹</td>
</tr>
<tr>
<td>b</td>
<td>South</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>c</td>
<td>East</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>d</td>
<td>West</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>e</td>
<td>After 5th Storey</td>
<td>2 metres</td>
</tr>
</tbody>
</table>

#### BUILDING HEIGHT

<table>
<thead>
<tr>
<th>Letter</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>f</td>
<td>Min Ground Floor</td>
</tr>
<tr>
<td>g</td>
<td>Min Building Height</td>
</tr>
<tr>
<td>h</td>
<td>Max Building Height</td>
</tr>
</tbody>
</table>

#### MIN. WIDTH OF GROUND FLOOR FAÇADE

<table>
<thead>
<tr>
<th>Letter</th>
<th>Direction</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>i</td>
<td>Abutting Street “B”</td>
<td>75%</td>
</tr>
<tr>
<td>j</td>
<td>Abutting Street “C”</td>
<td>50%</td>
</tr>
<tr>
<td>k</td>
<td>Abutting East Lot Line</td>
<td>75%</td>
</tr>
<tr>
<td>l</td>
<td>Abutting SWM Block</td>
<td>50%</td>
</tr>
</tbody>
</table>

#### BUILDING DENSITY

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min Dwelling Units</td>
<td>123</td>
</tr>
<tr>
<td>Max Dwelling Units</td>
<td>184</td>
</tr>
<tr>
<td>Max Res. Floor Area</td>
<td>13,000 sq. metres</td>
</tr>
<tr>
<td>Max Comm. Floor Area</td>
<td>1,500 sq. metres</td>
</tr>
</tbody>
</table>

¹except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage.
PERMITTED USES

RESIDENTIAL
- Multiple Dwellings
- Multiple Dwellings with Ground Floor Commercial Uses
- Live/Work Unit
- Multiple dwellings above Permitted Institutional Uses

COMMERCIAL
- Beverage Making Establishment
- Catering Service
- Commercial Entertainment
- Commercial Recreation
- Commercial School
- Communications Establishment
- Craftpersons Shop
- Financial Establishment
- Microbrewery
- Office
- Personal Services
- Place of Assembly
- Repair Service
- Restaurant
- Retail
- Studio

INSTITUTIONAL
- Day Nursery
- Educational Establishment
- Library
- Place of Worship
- Art Gallery
- Museum
- Social Services Establishment

PROHIBITED USES
- Drive-Through Facility, even as an accessory use
- Motor Vehicle Collision Repair Establishment
- Motor Vehicle Rental Establishment
- Motor Vehicle Service Station

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

LOCATION OF PARKING

In Mixed Use areas parking shall be provided underground and/or in above grade parking structures

ABOVE GRADE PARKING STRUCTURES

Above grade parking structures shall be located within buildings and fronted on all levels by commercial, cultural or residential uses

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk

LOCATION OF PERMITTED INSTITUTIONAL USES

Shall only be permitted on the first and second storey

GFA FOR COMMERCIAL USES ANCILLARY TO A PERMITTED INSTITUTIONAL USE

No more than 20% of the total non-residential floor area
REGULATIONS

MAX BUILDING SETBACK

a. North: 3 metres¹
b. South: 3 metres¹
c. East: 3 metres¹
d. West: 3 metres¹
e. After 5th Storey: 2 metres

BUILDING HEIGHT

f. Min Ground Floor: 3.6 metres

MIN. WIDTH OF GROUND FLOOR FAÇADE

i. Abutting Street “A”: 75%
j. Abutting Street “B”: 50%
k. Abutting Street “C”: 50%
l. Abutting Guise Street: 75%

BUILDING DENSITY

Min Dwelling Units: 179
Max Dwelling Units: 247
Max Res. Floor Area: 18,000 sq. metres
Max Comm. Floor Area: 4,800 sq. metres

¹ except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage
² within 30 m of Guise St
³ greater than 30 m from Guise Street, may be increased to 8 storeys provided elevation incorporates a 2.0 metre setback above the 5th storey

Note: Cross Section not to scale
PERMITTED USES

RESIDENTIAL
- Multiple Dwellings
- Multiple Dwellings above permitted Commercial Uses
- Live/Work Unit

COMMERCIAL
- Beverage Making Establishment
- Catering Service
- Commercial Entertainment
- Commercial Recreation
- Commercial School
- Communications Establishment
- Craftpersons Shop
- Financial Establishment
- Microbrewery
- Office
- Personal Services
- Place of Assembly
- Repair Service
- Restaurant
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PROHIBITED USES
- Drive-Through Facility, even as an accessory use
- Motor Vehicle Collision Repair Establishment
- Motor Vehicle Rental Establishment
- Motor Vehicle Service Station

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk

COMMERCIAL USES

ONLY PERMITTED AT GRADE
Shall only be permitted at Grade and directly oriented to Street “A”, floor plate to have maximum depth of 20 metres

PRINCIPAL ENTRANCE
Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
SITE PLAN

CROSS SECTION A-A

ISONOMETRIC VIEW

REGULATIONS

<table>
<thead>
<tr>
<th>MAX BUILDING SETBACK</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a North</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>b South</td>
<td>1.5 metres¹</td>
</tr>
<tr>
<td>c East</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>d West</td>
<td>3 metres¹</td>
</tr>
<tr>
<td>e After 5th Storey</td>
<td>2 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING HEIGHT</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>f Min Ground Floor</td>
<td>3.6 metres</td>
</tr>
<tr>
<td>g Min Building Height</td>
<td>3 storeys²</td>
</tr>
<tr>
<td>h Max Building Height</td>
<td>5 storeys³</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MIN. WIDTH OF GROUND FLOOR FAÇADE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>i Abutting Street “B”</td>
<td>75%</td>
</tr>
<tr>
<td>j Abutting Street “C”</td>
<td>50%</td>
</tr>
<tr>
<td>k Abutting Catharine Street</td>
<td>75%</td>
</tr>
<tr>
<td>l Abutting Guise Street</td>
<td>50%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING DENSITY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Min Dwelling Units</td>
<td>194</td>
</tr>
<tr>
<td>Max Dwelling Units</td>
<td>247</td>
</tr>
<tr>
<td>Max Res. Floor Area</td>
<td>20,000 sq. metres</td>
</tr>
</tbody>
</table>

¹ except where a visibility triangle is required, a max setback of 6 metres shall apply for that portion of a building providing access driveway to a garage
² within 30 m of Guise St
³ greater than 30 m from Guise Street, may be increased to 8 storeys provided elevation incorporates a 2.0 metre setback above the 5th storey
PERMITTED USES

- Multiple Dwellings
- Live/Work Unit

PROHIBITED USES

- City to Confirm

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

AT GRADE RESIDENTIAL UNITS

Shall have a principal entrance facing the street and be accessible from the building façade with direct access from the public sidewalk
### REGULATIONS

<table>
<thead>
<tr>
<th>MAX BUILDING SETBACK</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a  Guise Street</td>
<td>4 metres</td>
</tr>
<tr>
<td>b  South, East, West</td>
<td>Subject to Site Plan Review</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING / STRUCTURE HEIGHT (ALL BLOCKS)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>c  Min Ground Floor</td>
<td>3.6 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING / STRUCTURE HEIGHT (BLOCKS 9.1 + 9.2)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>d  Max Building Height (oriented predominantly at or toward Guise Street)</td>
<td>2 storeys, 11 metres</td>
</tr>
<tr>
<td>e  Max Building Height (from the rear façade facing Hamilton Harbour)</td>
<td>3 storeys and 14.0 metres</td>
</tr>
<tr>
<td>f  Max Building Height (all other buildings/structures)</td>
<td>3 storeys, 14 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING / STRUCTURE HEIGHT (BLOCK 9.3)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>g  Max Building Height (oriented predominantly at or toward Guise Street)</td>
<td>3 storeys and 14.0 metres</td>
</tr>
<tr>
<td>h  Max Building Height (from the rear façade facing Hamilton Harbour)</td>
<td>4 storeys and 19.0 metres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MIN. WIDTH OF GROUND FLOOR FACADE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>i  Abutting Guise Street</td>
<td>75%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING DENSITY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Max Dwelling Units</td>
<td>100</td>
</tr>
<tr>
<td>Max Comm. Floor Area</td>
<td>500 sq. metres</td>
</tr>
</tbody>
</table>

1 measured from the front façade facing Guise Street
2 permitted for each individual retail or office establishment

### PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

### HOTEL PARKING

Notwithstanding the Regulations of Section 5 of By-law 05-200, parking for a Hotel may be arranged as tandem or stacked parking, provided there is a continued use of a valet service

### GROUND FLOOR FACADE FACING GUISE STREET

For any building located or oriented predominantly at or toward Guise Street, a minimum of 65% of the ground floor façade shall be window glazing

### RESIDENTIAL UNITS

Shall only be permitted above commercial uses, and Where abutting Guide Street, shall have a principal entrance facing Guise street and be accessible from the building façade with direct access from the public sidewalk
PERMITTED USES

RESIDENTIAL
Multiple Dwellings in conjunction with non-residential uses on the ground floor and only in the same building as another use

COMMERCIAL
- Retail Store
- A bank machine including an enclosed kiosk or structure to house the bank machine
- A photographer's or artist's studio
- A restaurant, tavern or refreshment stand
- An outdoor patio
- A sailing, boating, or navigational school and an establishment for the sale of bait, and the sale and rental of recreational equipment including the charter of rental of boats, canoes or bicycles, with small scale commercial uses ancillary to these uses, including but not limited to, marine supply stores, boat service and repair shops
- Transient or visitor docks
- A business or professional persons office but not on the ground floor on those lands identified as Block 9.1
- A business or professional persons office within a building or structure located or oriented predominantly at or toward Guide Street, but not on a ground floor and not within a building on a pier on those lands identified as Block 9.3
- A hotel but only on those lands identified as Block 9.3
- Personal services establishments accessory to a hotel

PROHIBITED USES
- No Drive through facility for any commercial use
- No dry docks, dry sail, and on-land boat storage shall be permitted except as accessory to the rental or charter of boats and canoes
- Drive-Through Facility, even as an accessory use
- Motor Vehicle Collision Repair Establishment
- Motor Vehicle Rental Establishment
- Motor Vehicle Service Station
- A business or professional office shall not be permitted on those lands identified as Block 9.2

HOLDING PROVISIONS

APPLICABLE TO ALL OF THE LANDS
H symbol maybe removed upon completion and approval of a servicing study to determine the expected sanitary flows, and to identify all works necessary to convey flows to the existing municipal system, to the satisfaction of the Manager of Engineering Approvals (Development Engineering)

APPLICABLE TO LANDS WITHIN BLOCK 9.3
H symbol maybe removed upon the North End Traffic Management Plan, Approved by City Council on October 13, 2010, be implemented for the area north of the CN Railway line within the West Harbour (Setting Sail) Secondary Plan Area, to the satisfaction of the Manager of Surveys and Technical Surveys, Public Works Department, and the Director of Planning
REGULATIONS

<table>
<thead>
<tr>
<th>MIN BUILDING SETBACK</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a Side &amp; Rear Yard</td>
<td>7.5 metres</td>
</tr>
<tr>
<td>BUILDING HEIGHT</td>
<td></td>
</tr>
<tr>
<td>b Max Building Height</td>
<td>11 metres</td>
</tr>
</tbody>
</table>

BUILDING HEIGHT  
b Max Building Height 11 metres

MINIMUM SIDE AND REAR YARD FOR ACCESSORY BUILDINGS

7.5 metres in case of any building or structure abutting a Residential or Institutional Zone

PARKING REGULATIONS

In accordance with Section 5 of By-law 05-200 and subject to further modifications pursuant to Pier 7/8 Parking Study prepared by IBI Group, June 7, 2016

PERMITTED USES

- Botanical gardens
- Community garden
- Conservation
- Nature centres
- Indoor and outdoor recreational facilities
- Recreational equipment rental and maintenance facilities
- Restaurant but only on those lands identified as Block 15

SITE PLAN

[Site Plan Image]
**BLOCKS**

**CONSERVATION/HAZARD LANDS**

12 + 13 + 14 + 18

**PERMITTED USES**

- Flood & Erosion Control Facilities
- Public Utilities (ie: pumping station)

**SITE PLAN**

[HAMILTON HARBOUR

STREET A

STREET B

STREET C

STREET D

BLOCK 12

BLOCK 13

BLOCK 14

Open Space Use

Open Space Use

Open Space Use

Open Space Use

Property Line]
SITE PLAN

REGULATIONS

<table>
<thead>
<tr>
<th>MIN. BUILDING SETBACK</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a Lot Width</td>
<td>30 metres</td>
</tr>
<tr>
<td>b Side and Rear Yard</td>
<td>7 metres</td>
</tr>
<tr>
<td>BUILDING / STRUCTURE HEIGHT</td>
<td></td>
</tr>
<tr>
<td>c Min Ground Floor</td>
<td>3.6 metres</td>
</tr>
<tr>
<td>d Min Building Height</td>
<td>2 storeys</td>
</tr>
<tr>
<td>e Max Building Height</td>
<td>4 storeys</td>
</tr>
<tr>
<td>LANDSCAPING OF LOT AREA</td>
<td></td>
</tr>
<tr>
<td>Min Landscaped Area</td>
<td>10%</td>
</tr>
</tbody>
</table>
PERMITTED USES

- Day Nursery
- Educational Establishment
- Library (added - not defined)
- Medical Offices
- Museum
- Place of Worship
- Recreation
- Social Services Establishment
- Urban Farmers Market

PARKING REGULATIONS

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