

APPENDIX A

PUBLIC CONSULTATION

Item #1 - Summary and Open House Material from May 12 2015 Workshop

Item #2 - Summary and Open House Material from October 29, 2015 Open House

Item #3 - Summary and Open House Material from December 9, 2015 Workshop

Item #4 - Open House Material from May 02, 2016 Open House



Hamilton

City of Hamilton

Piers 7 & 8 Urban Design Study

Public Meeting & Workshop #1 Summary
May 12, 2015

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City of Hamilton Piers 7 & 8 Urban Design Study

Public Meeting & Workshop #1 Summary - May 12, 2015

Introduction

As part of the City of Hamilton's Piers 7 & 8 Urban Design Study, the City of Hamilton, in partnership with consulting firm Brook McIlroy hosted an Urban Design Workshop. On May 12, over 100 members of the public were introduced to the Urban Design Study and were invited to provide input on the future of Piers 7 & 8.

The Public Meeting & Workshop was held:

Tuesday, May 12th, 2015

Waterfront Banquet and Conference Centre,
Waterview Room,
555 Bay Street North



Purpose

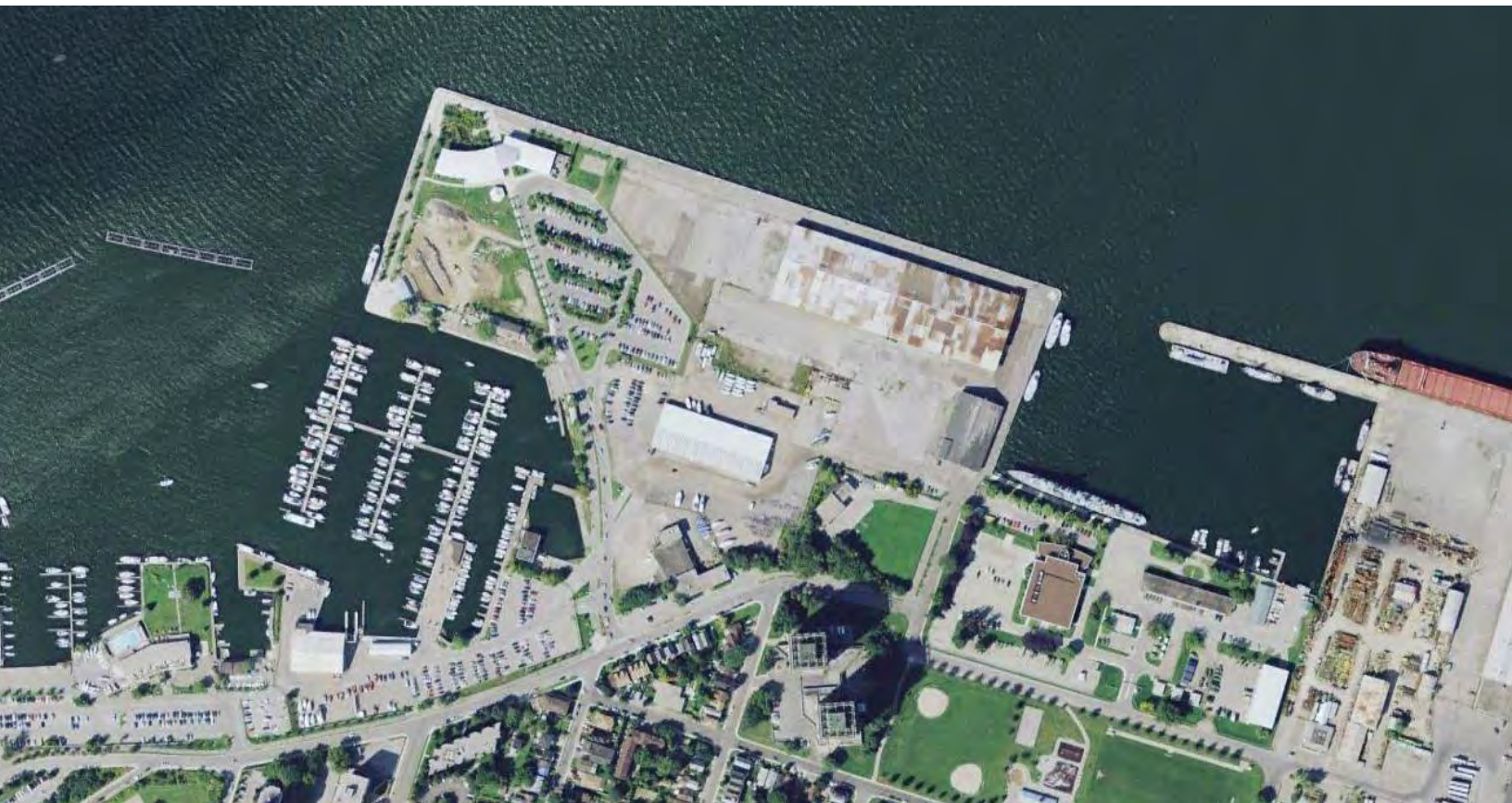
The purpose of the workshop was to engage citizens in a productive dialogue regarding their vision for the future of Piers 7 & 8 and to solicit feedback on how best to achieve their vision for the site.

What was presented?

The workshops commenced with introductory remarks from the meeting facilitator, followed by a 20-minute overview presentation that covered:

- The Urban Design Study overview;
- Policy background & site analysis;
- Project objectives and redevelopment phases; and
- An overview of the evening's breakout sessions.

Following the presentation, participants were invited to partake in facilitated break-out sessions, the key findings of which are identified within this report.



Breakout Sessions

For the break-out Session, participants attended one of 10 workshop tables. A Site Worksheet, Waterfront Development Character Precedents, writing utensils (markers, pens, pencils) and post-it notes were provided at each table. Discussions were facilitated by the City of Hamilton and the Consultant Team.

Worksheets

Each worksheet included the following three exercises:

- Exercise one asked participants to improve suggested Guiding Principles for the future of Piers 7 & 8.
- Exercise two focused on identifying the desired design character for Pier 8.
- Exercise three involved analyzing a number of precedent case studies and determining preferred and undesirable character features. Detailed descriptions accompanied the worksheet.

City of Hamilton/ Pier 7 & 8 Urban Design Study

Public Meeting and Workshop #1, May 12, 2015

15 minutes 1 Guiding Principles

Introduction
The following initial guiding principles have been suggested. With your group, please review and mark up these principles to reflect your recommendations.

Draft Guiding Principles

- 1 Provide uninterrupted and clear public access to the water's edge.
- 2 Ensure community vitality through a mix of uses that include residential blocks and mixed use areas with ground floor commercial and community uses.
- 3 Improve the pedestrian and cyclist experience to and within Pier 7 & 8.
- 4 Identify opportunities to green the public and private realm with landscaping and trees.
- 5 Guide development at an appropriate scale and density that is compatible with the street width and area context.
- 6 Encourage high quality architecture that is representative of Hamilton.
- 7 Protect existing residential areas from the impacts of development.
- 8 Provide a sustainable framework for future development considering water, energy and recycling.
- 9 Encourage a diversity of residential unit typologies for everyone from children to seniors.

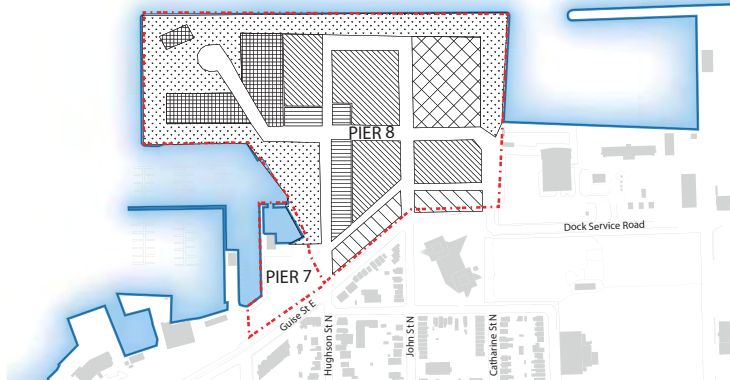
Additional Thoughts
What, if anything, is missing from the draft guiding principles listed above? What still needs to be addressed?

30 minutes 2 Character

Introduction
The following map illustrates the extent of the Pier 7 & 8 Study Area. In your groups, please answer questions A through G by indicating the location of desired features on the map as well as text responses in the space provided, where appropriate.

- MEDIUM DENSITY 1 (3-5 STOREYS)
- MEDIUM DENSITY 2 (4-6 STOREYS)
- MIXED USE (4-6 STOREYS)
- PRIME RETAIL (4-6 STOREYS)
- INSTITUTIONAL (2-4 STOREYS)
- OPEN SPACE (UP TO 2 STOREYS)

HAMILTON HARBOUR

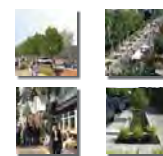


<p>A What should be the overall priorities for redevelopment of Pier 8?</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p>C What are the different character areas in the Study Area? (Consider views, access, uses etc.)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p>E What should be included in the design of the street? (e.g. boulevards, street furnishings, on-street parking, etc.)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>
<p>B What kinds of new activities can and should happen in this community? (Where should these happen?)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p>D What should be the character and massing of new buildings? (Where should taller buildings up to 8 storeys go?)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	<p>F How should new buildings address the street? (Should they be setback to provide a wider sidewalk?)</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>
<p>G How can green open spaces be better connected, e.g. Green Streets, Bike Trails, tree planting, etc?</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>		

15 minutes 3 Precedents

Introduction
From the selection below, please circle those images which reflect your vision for the Pier and identify where you would like to see them placed on the adjacent map.

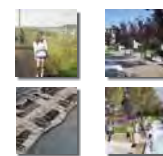
Streetscape



Built Form



Open Space



Key Takeaways

There were a few recurring themes and key takeaways from the worksheet exercises:

- Sustainable/green building elements are imperative
- A diversity in building design and form is important
- Managing parking should be done efficiently and intelligently
- The new neighbourhood should be family and resident-centric

Guiding Principles

When asked to review a set of suggested guiding principles, three guiding principles were most liked:

- Provide uninterrupted and clear public access to the water's edge
- Improve the pedestrian and cyclist experience to and within Piers 7 & 8
- Identify opportunities to green the public and private realm with landscaping and trees

Other comments about the guiding principles included:

- Incorporating transit into guiding principles
- Explicit consideration of parking into guiding principles



Character Precedents

The most well-received character precedents were:

- Hammarby Sjostad - Stockholm, Sweden
- Dockside - Victoria, BC
- Wesbrook - Vancouver, BC

The character precedent least liked by participants was **Port Credit, Mississauga, ON**. Large building scales mixed with homogeneous building design was consistently seen as undesirable.

Worksheet Summaries

Table One



Table One Key Findings

1. The design for Pier 8 must include:
 - Public access to the water
 - Abundant green / open spaces
 - Integrated sustainability throughout
2. New neighbourhoods should have:
 - Less focus on tourism or retail
 - Amenities intended for residents
3. Green spaces should be designed to provide a sense of enclosure
4. The site should be designed to take into consideration protection from harsh weather (wind, snow) during winter months

Worksheet Summaries

Table Three



Table Three [Key Findings](#)

1. Need people to make the area vibrant
2. Building heights should be flexible and not constrained by the Setting Sail Secondary Plan recommendations
3. High quality architecture & construction is a necessity to develop a high quality waterfront
4. Vary the width and surface of walkways
5. Preserve historic character
6. Sustainable design should be showcased

Worksheet Summaries

Table Four

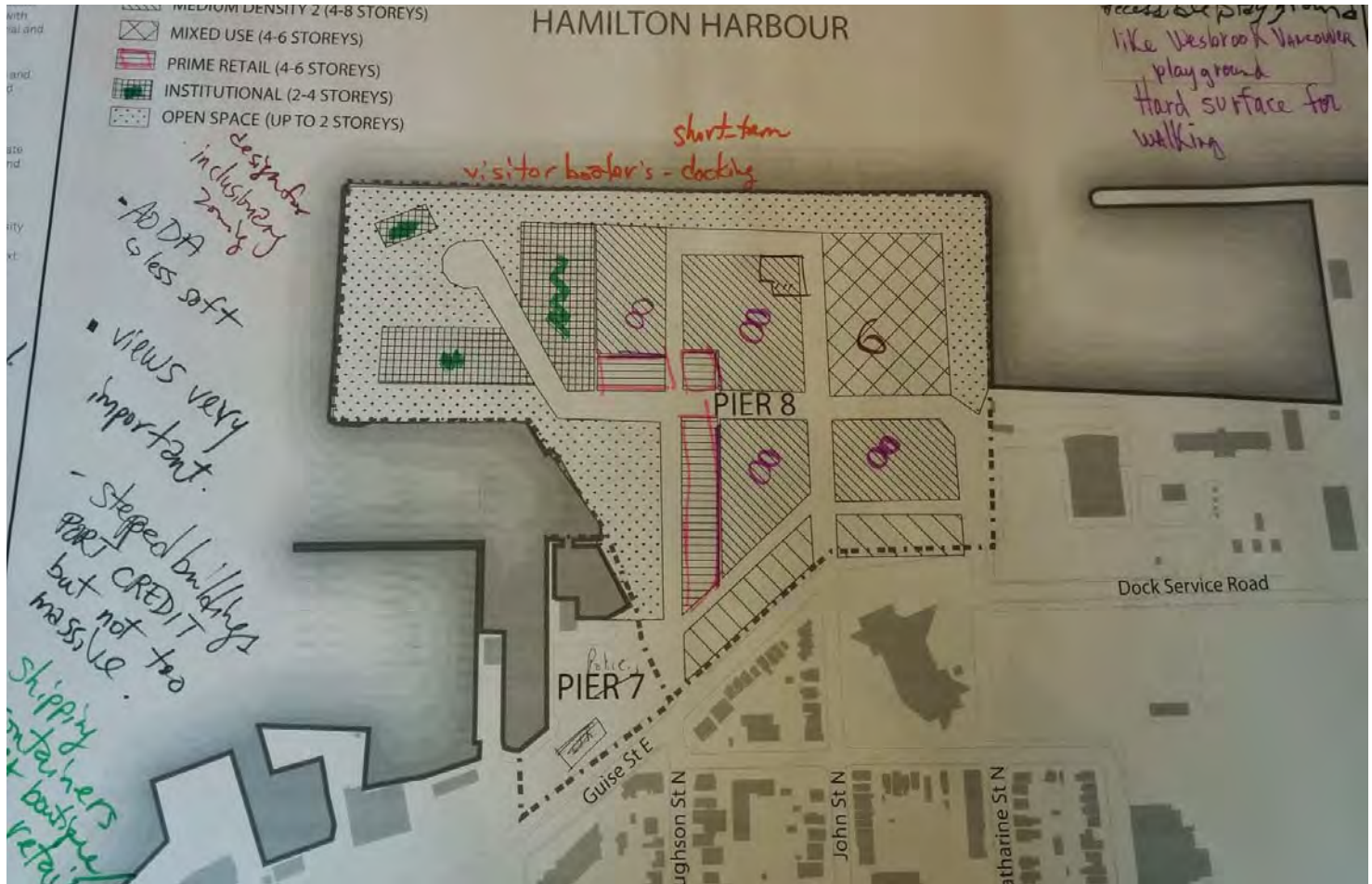


Table Four Key Findings

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Accessible development <ul style="list-style-type: none"> • AODA compliance • Barrier-free 2. Balconies <ul style="list-style-type: none"> • Modern design • Design dependent on context | <ol style="list-style-type: none"> 3. Inclusionary housing <ul style="list-style-type: none"> • Affordable lower income residents 4. New possible amenities <ul style="list-style-type: none"> • YMCA • Library • Grocery/outdoor market |
|--|--|

Worksheet Summaries

Table Five

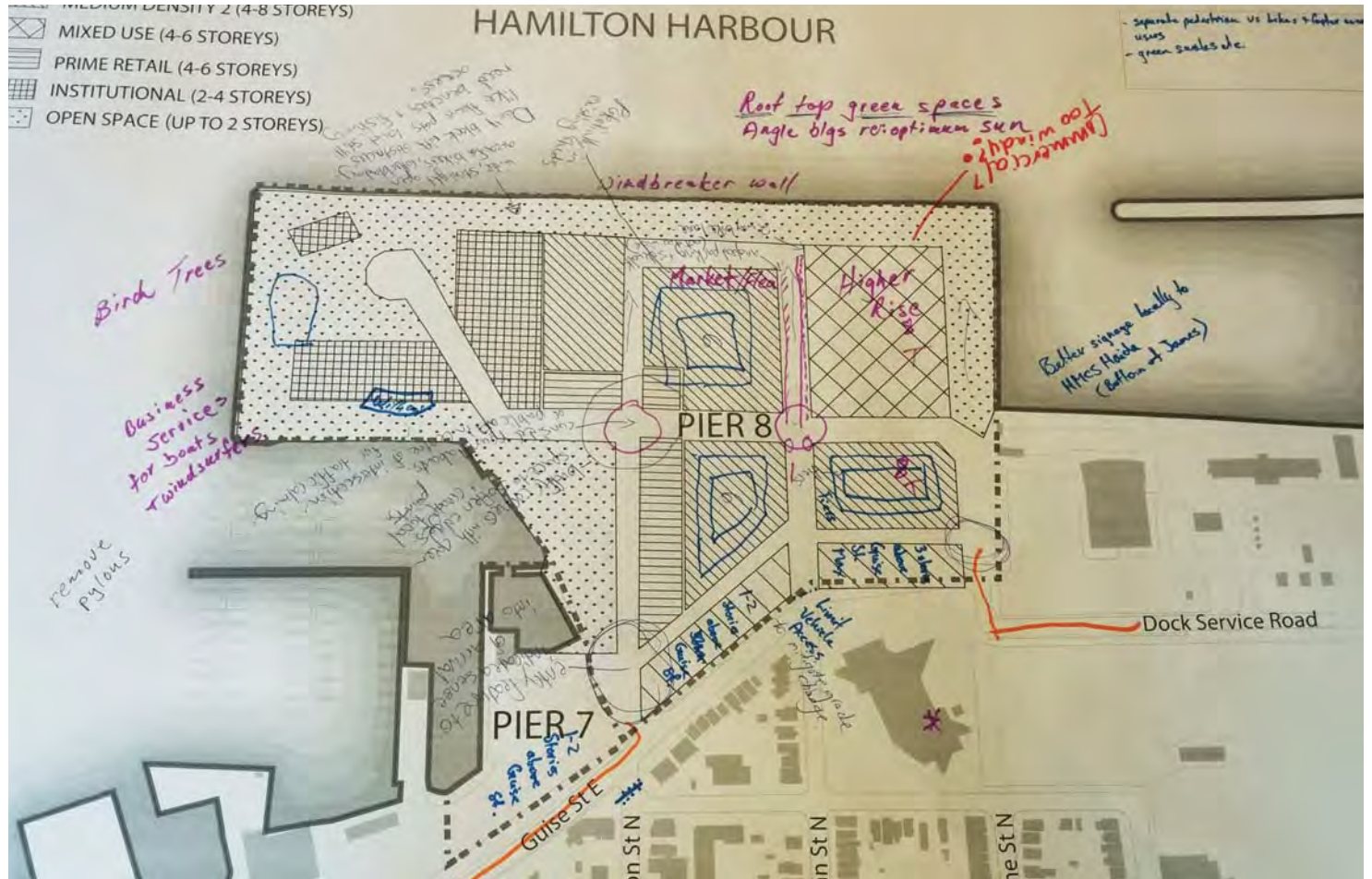


Table Five Key Findings

1. Integrated neighbourhood target
2. Angled parking is a more efficient use of space
3. Being prepared for weather
4. Making spaces safe, particularly at night

Worksheet Summaries

Table Six

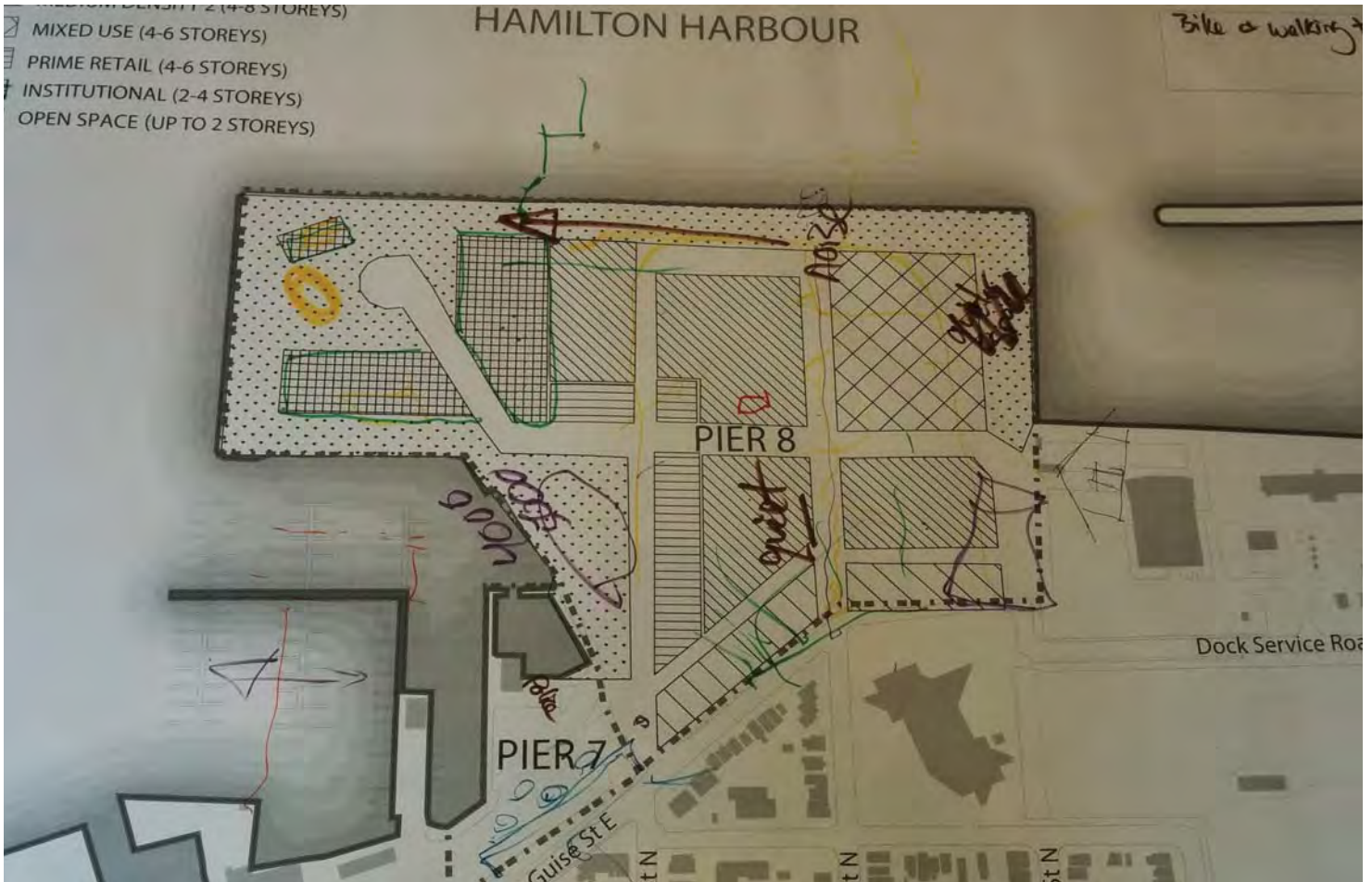


Table Six Key Findings

1. Continuous public access to water's edge
2. Ensure area is fully integrated with city-wide transportation
3. Diversity in:
 - Architecture
 - Land-use
 - Landscaping
 - Tenure

Worksheet Summaries

Table Eight

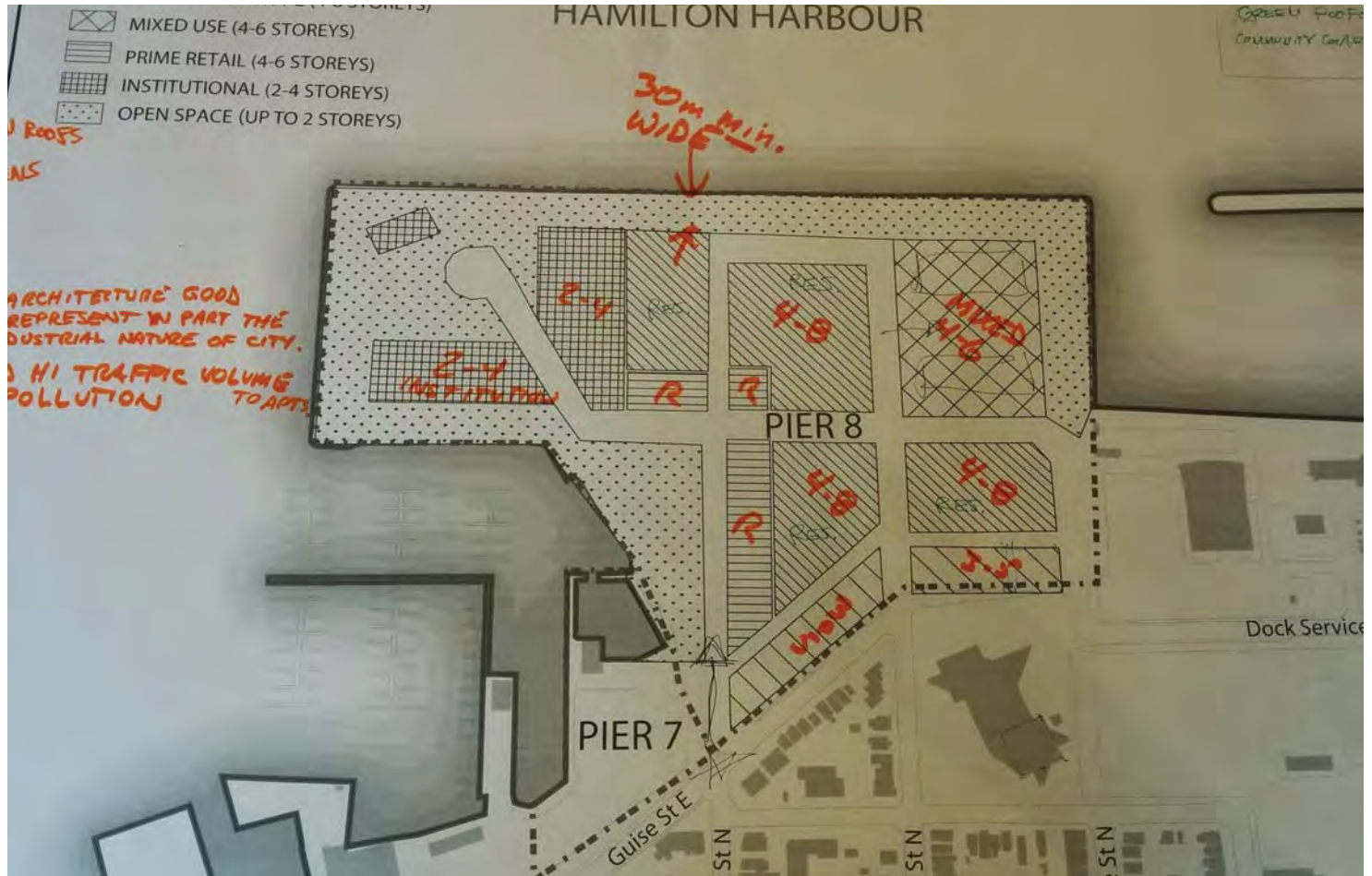


Table Eight **Key Findings**

1. Complete community uses
2. Family & age friendly
 - Noise impacts
 - Parkettes, playgrounds
3. Diversity of styles. Modern architecture integrated with Heritage sites

Worksheet Summaries

Table Nine

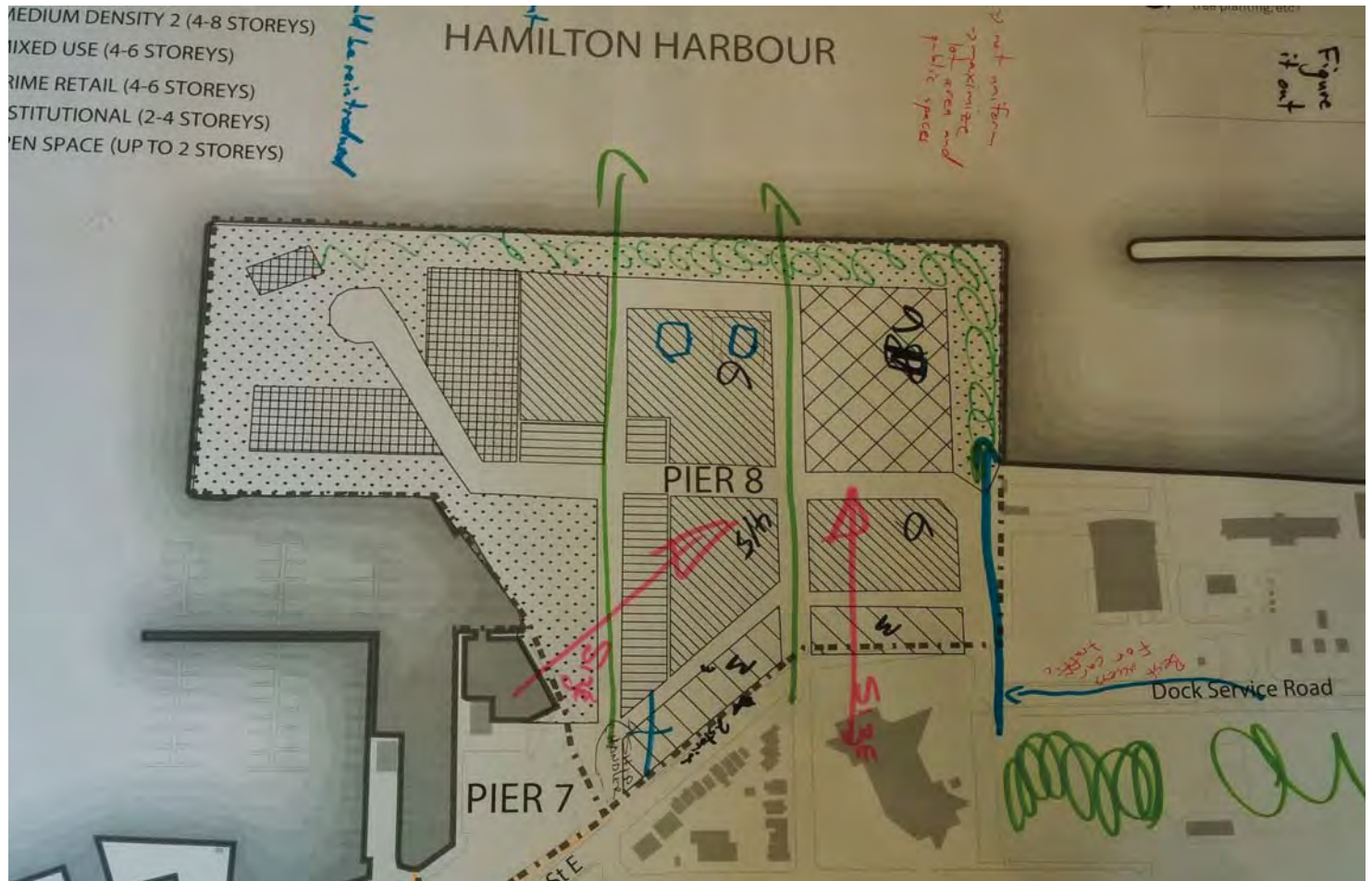


Table Nine Key Findings

1. Design standards
2. Addressing the issue of parking
3. Is there enough space to create desirable retail

Worksheet Summaries

Table Ten

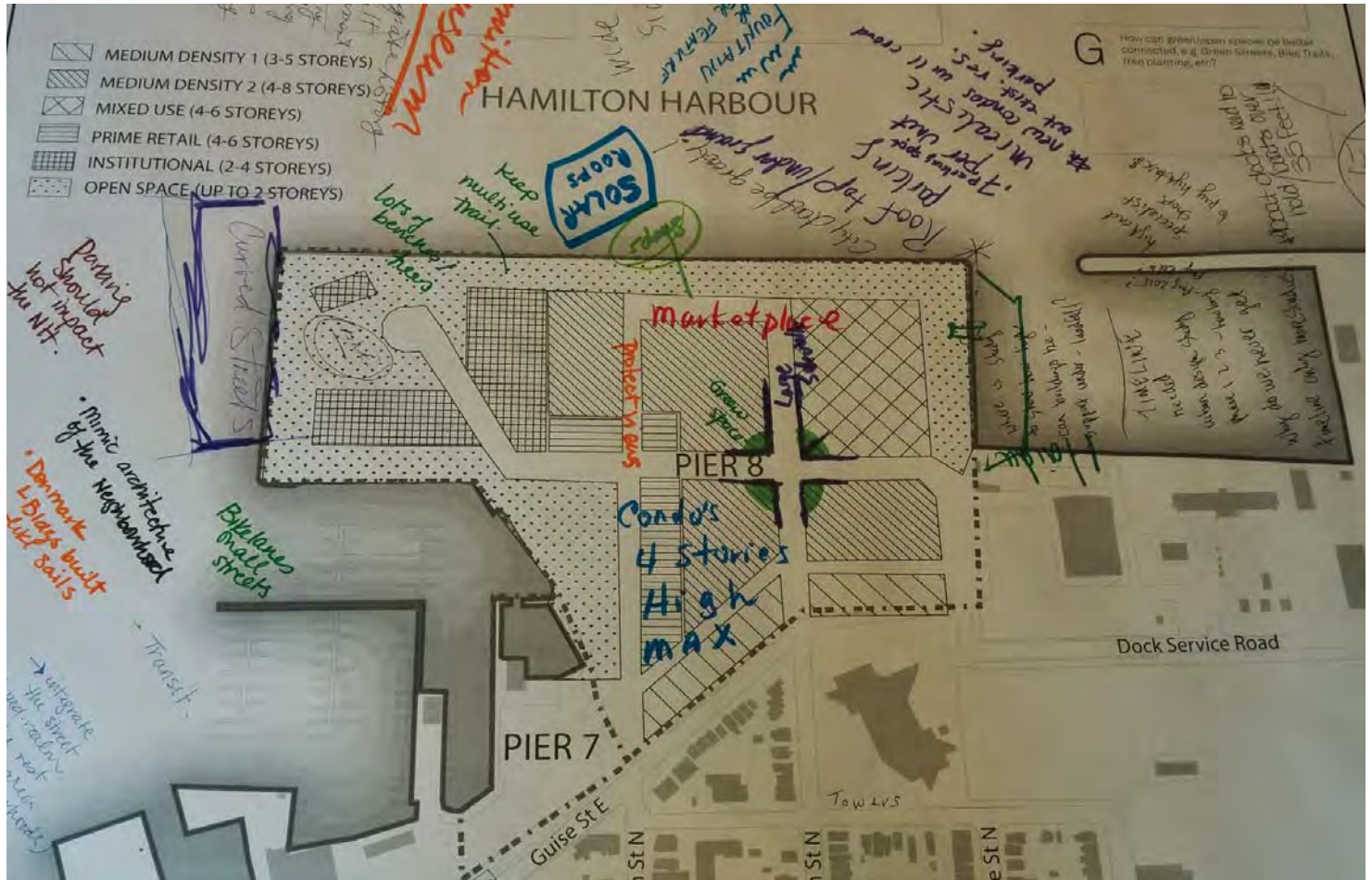


Table Ten Key Findings

1. Managing parking for new residents
2. More green space
3. Sustainable/green building features
4. Integration with existing neighbourhood
5. Integration with the historical sites

City of Hamilton Piers 7 & 8 Urban Design Study

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Precedent Cases

Within groups, participants were asked to analyze a number of waterfront developments in other cities around the world. The precedents were chosen to reflect a variety of architectural styles, building scales, and land uses all in a familiar context to Hamilton's Piers 7 & 8.

Participants identified what they liked and disliked about the character of each waterfront. The recurring comments about each case are summarized below. The full precedent cases can be found in the appendix.

1. Hammarby Sjostad - Stockholm, Sweden

- Participants responded positively to the emphasis on neighbourhood-centric development
- Many participants found the architectural styles aesthetically pleasing
- Interior gardens well-liked
- Overall strongly positive reaction to this precedent



2. Hamburg, Germany

- Diverse building styles, scales, & uses liked
- Overwhelming volume of concrete surfaces disliked by many participants



3. Port Credit, Mississauga, Ontario

- Uniform, box-like building design disliked by many participants
- Differing opinions on wide streets and large building setbacks



Precedent Cases (cont'd)

4. Wesbrook - Vancouver, BC

- Older building materials (red brick) mixed with modern materials (metal, glass) liked by some participants
- Concept of urban village liked by some participants
- Open, community space invoked a positive reaction from participants



5. Dockside - Victoria, BC

- Building design liked, though with caveat of smaller heights (6-storeys) by participants
- Design of courtyards with water features liked by participants
- Sustainability mandate liked, but when integrated into buildings preferred by some participants



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Additional Comments

Outside of the structured group discussions and activities, comment sheets were made available to all participants.

- Commercial space should serve the local community (no big box stores)
- Route traffic to larger roads by placing vehicle entrances on larger roads
- Build with a focus on enhancing life for families
- City revenue should be a lower priority than creating a community
- Waterfront trail needs to be cyclist friendly





Presentation
Open House Boards
Worksheet



Meeting Agenda

- 6:30 Doors Open
- 6:30 - 6:45 Review Boards
- 6:45 - 7:10 Introductions and Presentation
 - Study Overview
 - Policy Background
 - Site Analysis
 - Character Precedents
- 7:10- 8:10: Workshop Discussion
- 8:10 - 8:30 Reporting Back

Urban Design Study Overview

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

Urban Design Study Overview

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

- Phase One - background research and analysis
- Phase Two - urban design guidelines to support a preferred development concept and guide future development.
- Phase Three - final report that summarizes the recommendations and implementation plan.

Urban Design Study Overview

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

PROJECT PHASES

PHASE ONE - DEVELOPMENT CONCEPTS				PHASE TWO URBAN DESIGN GUIDELINES		PHASE THREE IMPLEMENTATION STRATEGY	
Project Initiation and Team	Stakeholder Interviews	Background and Site Analysis	Character Visioning #1: R.I.C.	Preparatory Draft Options and Urban Design Guidelines	Character Visioning #2: R.I.C.	Preparatory Implementation Plan	Final Report
Background Review & Analysis		Confirm Vision and Guiding Principles		Concepts, Guidelines & Implementation Strategy		Final Report	

Policy Overview

- A strong policy framework is in place – the urban design study does not aim to change it

Policy Overview

- A strong policy framework is in place – the urban design study does not aim to change it
- Policy Context includes:
 - West Harbour Waterfront Recreation Master Plan
 - North End Traffic Management Study
 - Setting Sail: Secondary Plan for West Harbour

Policy Structure Guidance

- **Building Heights:** 3-8 Storeys
- **Open Spaces:** Existing and continuous along the shoreline – approximately 30 metres wide
- **Road and Trails :** Recommends future and existing road and trail connections
- **Area Guiding Principles:**
 1. Develop a healthy harbour;
 2. Strengthen existing neighbourhoods;
 3. Provide safe, continuous access along the water's edge;
 4. Create a diverse, balanced and animated waterfront;
 5. Enhance physical and visual connections
 6. Celebrate the City's heritage
 7. Provide a balanced transportation network; and
 8. Promote excellence in design.

What We Have Heard

- A new character on the Pier that reflects the area's context and heritage is welcome
- A mixed-use, family-friendly residential neighbourhood that extends from the community to the south
- Pier 7 & 8 should be an extension of the surrounding walking, boating and cycling networks
- A place for everyone, city wide
- This is not to be like Toronto's Waterfront
- Public activities should be maintained including: festivals, fishing, boating cycling, etc.
- Consultation with the area stakeholders with help create a strong plan



Existing Condition Analysis- Study Area



Existing Condition Analysis- Built Form

- LOW RISE BUILDINGS (3-5 STOREYS)
- MID RISE BUILDINGS (6-12 STOREYS)
- HIGH RISE BUILDINGS (13+ STOREYS)



Existing Condition Analysis- Connections

- PEOPLE, PEDESTRIAN AND CYCLING ACCESS TO THE SITE
- PEDESTRIAN/CYCLING ONLY ACCESS TO THE SITE
- VIEW TO WATER



Existing Condition Analysis- Open Spaces



Existing Condition Analysis- Climate



Existing Condition Analysis-Topography



Character Precedent Hammarby Sjostad-Stockholm, Sweden



Character Precedent Hammarby Sjostad - Stockholm, Sweden

Area Characteristics

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



Character Precedent Dockside Green -Victoria, BC, Canada



Character Precedent

Dockside Green -Victoria, BC, Canada

Area Characteristics

1. A strong sustainable mandate with a focus on water
2. Uniform mixed-use waterfront community
3. Adequate public open spaces along water frontage and private courtyards
4. Variety of building types including 8 storey mid-rise buildings
5. Tiered building with open courtyard to maximize the view toward waterfront



Character Precedent

Hamburg, Germany



Character Precedent

Hamburg, Germany

Area Characteristics

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



Character Precedent

Port Credit Mississauga ON, Canada



Character Precedent

Port Credit, Mississauga ON, Canada

Area Characteristics

1. Uniform residential waterfront community
2. Public open spaces along water frontage and private courtyards
3. Variety of building types including 4-6 storey mid-rise buildings
4. Tiered building with open courtyard to maximize the view toward waterfront
5. Wide streets, large building setbacks



Character Precedent

Wesbrook, Vancouver, BC, Canada



Character Precedent

Wesbrook, Vancouver, BC, Canada

Area Characteristics

1. Contemporary mixed-use neighbourhood with an urban village character
2. Semi-private and public spaces
3. 4-8 storey mid-rise building typologies with various brick and metal cladding
4. Wide street with street parking and wide pedestrian walkway
5. At grade level retail



Implementing Setting Sail - Program

Strengthen existing neighbourhoods



Implementing Setting Sail – Block Structure

Strengthen existing neighbourhoods



Implementing Setting Sail – Height and Transitions

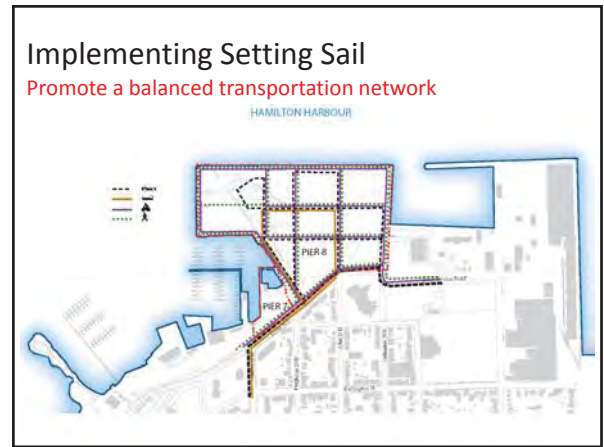
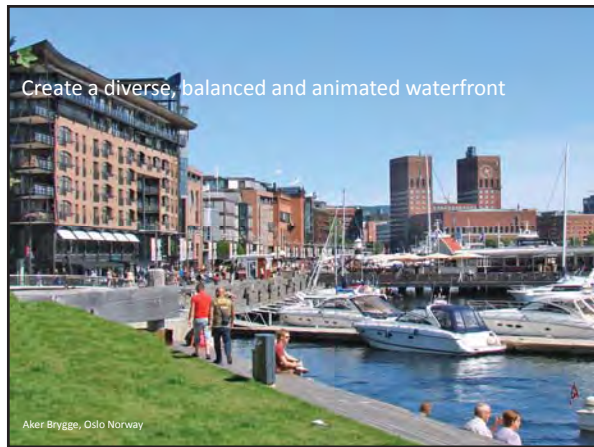
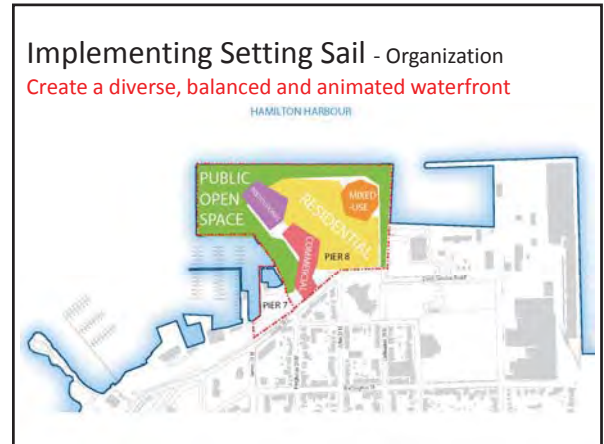
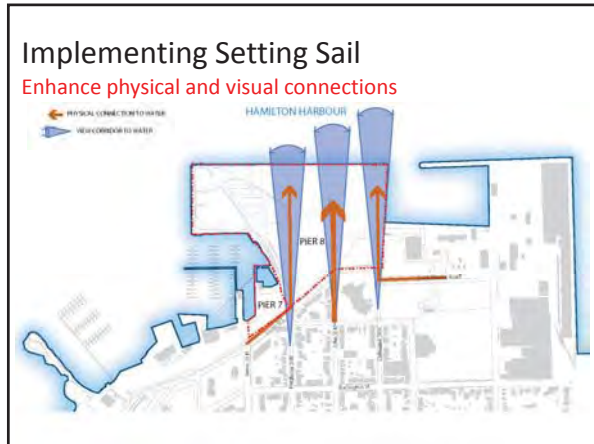
Strengthen existing neighbourhoods



Implementing Setting Sail – Open spaces

Provide safe, continuous public access along the water's edge

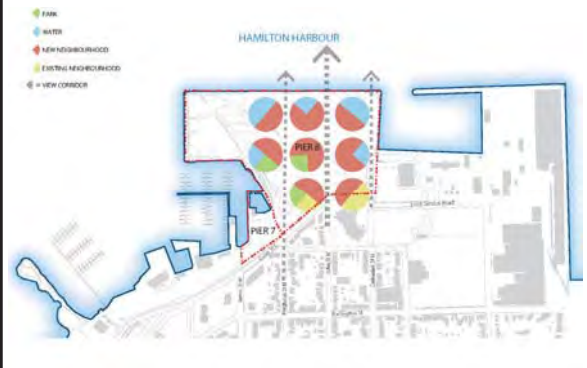




Key Design Considerations for Piers 7 & 8

- The structure of the community and how it relates to the surrounding area
- The character, massing and orientation of new buildings
- The design of future open spaces and streets
- How buildings, streets and open spaces relate to each other
- The presence of the Harbour, the views from the Piers and the character of the shoreline

Design Consideration



Workshop

At your tables:

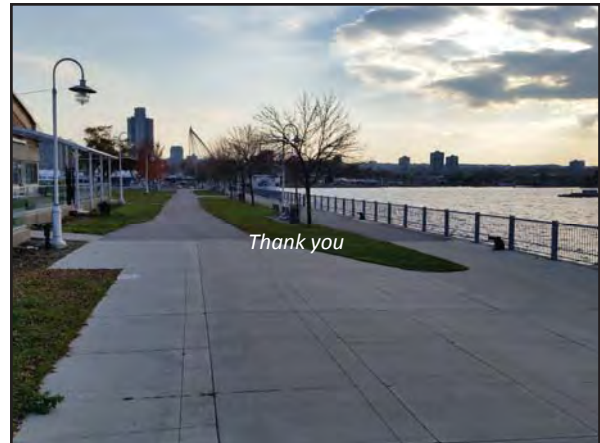
Exercise #1 – 15min: Priority Setting Exercise

Exercise #2 – 30min: Area Character Discussion

- This community should ...
- New buildings at should ...
- The character of streets should ...
- The character of parks and open spaces should ...

Exercise #3 – 15min: Precedent Review

- Review precedent images of other communities, identify their preferred character



01 WELCOME AND INTRODUCTION

STUDY OVERVIEW

The City of Hamilton has retained Brook McIlroy to undertake an Urban Design Study for Piers 7 & 8. Completion of the study is a requirement set out in the West Harbour (Setting Sail) Secondary Plan. Setting Sail has set out the land uses and densities for the area, and requires the Urban Design Study to determine the appropriate height, massing and character of buildings and public spaces. This work will be done in accordance with the Secondary Plan, including its eight core planning principles, and urban design, land use and implementation policies.

The study contains three phases:

- Phase one is related to background research and analysis and the preparation of specific development concepts for Pier 8.
- Phase two focuses on the development of urban design guidelines to support a preferred development concept and guide future development.
- Phase three will include a final report that summarizes the process, documents the input, and provides a rationale for the recommendations and implementation plan.
- Public consultation will confirm the vision and guiding principles set out in Setting Sail most relevant to the study, and provide community input to the development concepts and urban design guidelines.

The findings of this study will clearly articulate the intended character of development and how it will fit in the broader West Harbour context.

EVENING SCHEDULE

6:30: Doors Open

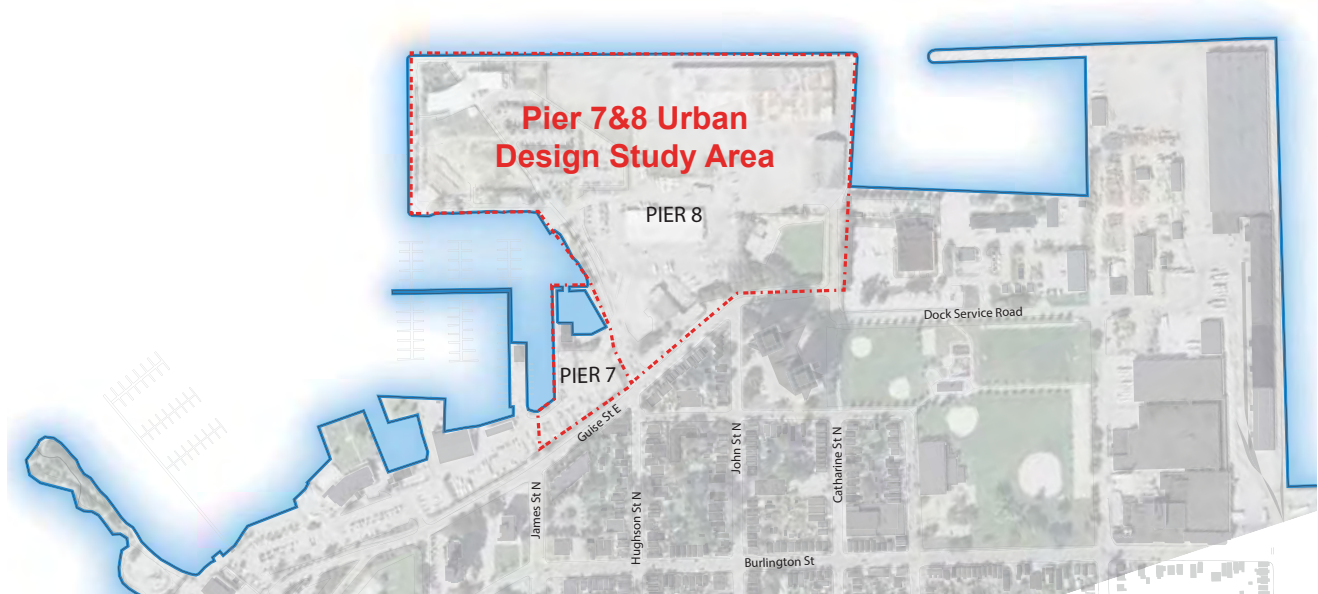
6:30 - 6:45: Review Boards

6:45 - 7:10: Presentation

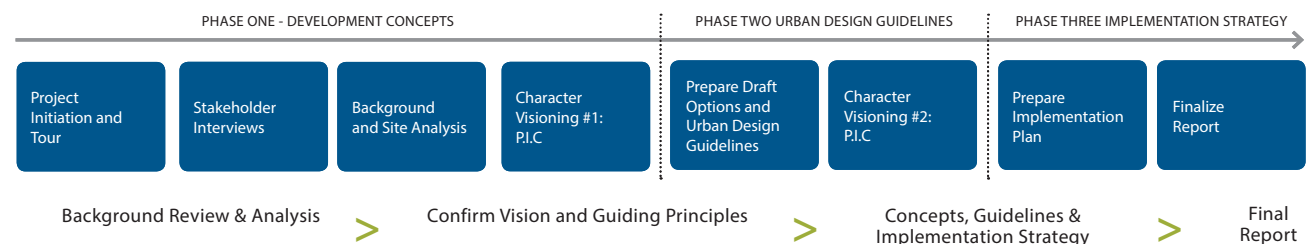
7:10 - 8:10: Workshop

8:10 - 8:30: Reporting Back
(groups will report back their findings and recommendations)

STUDY AREA



PROJECT PHASES



02 POLICY OVERVIEW

GUIDING DOCUMENT SUMMARY

Outlined on this board are the key documents that will shape the recommendations of the urban design study and influence the redevelopment of the Pier 7&8 Study Area. Other significant studies and plans that will influence the visioning for area include:

- West Harbour Transportation Master Plan (2005)
- Transit-Oriented Development Guidelines for Hamilton (2010)
- Public Art Master Plan (2008)
- Urban Hamilton Official Plan (2009)

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

Setting Sail is a comprehensive plan for the West Harbour, including the entire Pier 7&8 Study Area. It identifies objectives to:

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

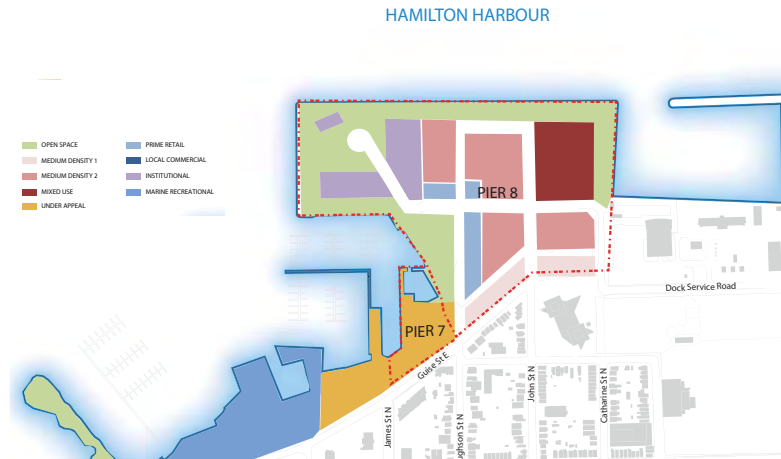
Setting Sail identifies land use designations, minimum and maximum heights, key new potential connections, views, trail extensions and streetscape initiatives. It is complemented by the Waterfront Recreation Master Plan and West Harbour Transportation Master Plan.

2. North End Traffic Management Plan

The City of Hamilton conducted a traffic management study for the North End Neighbourhood to identify and resolve neighbourhood traffic and transportation issues through the application of traffic calming measures. These measures include curb extensions, lane narrowing, turn restrictions and a 30km speed limit.

3. West Harbour Waterfront Recreation Master Plan (2010)

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



The Setting Sail Secondary Plan defines the uses, heights, and density for Piers 7 & 8. A plan of the permitted uses is shown above.



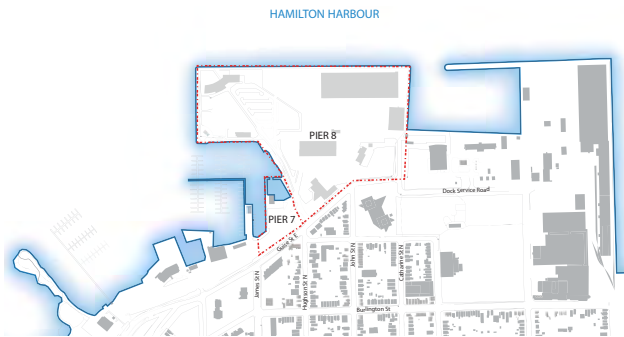
The North End Traffic Management Plan, shown above, is a traffic management study that defines how vehicular traffic moves in and around the North End Neighbourhood.



The West Harbour Waterfront Recreation Master Plan provides guidance on creating a visually unified harbourfront for the area. The Harbour West Concept Plan is shown above.

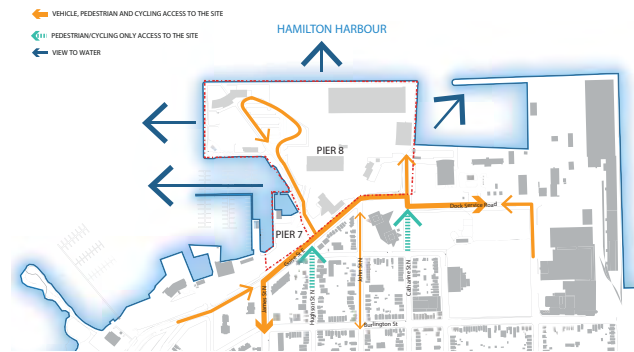
03 EXISTING CONDITIONS ANALYSIS

STUDY AREA



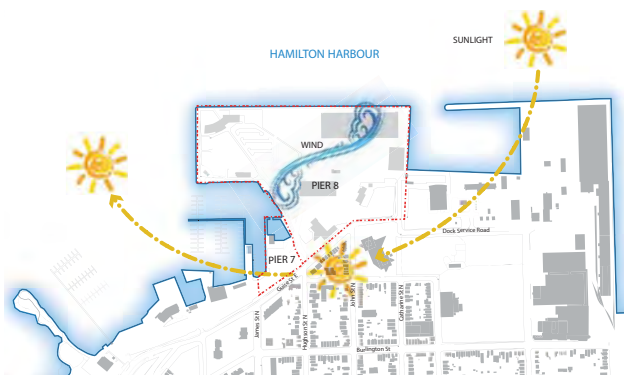
The Study Area is a 13.9 ha waterfront site, located at the north-end of City of Hamilton, facing Hamilton Harbour, near Hughson Street North and Guise Street East

VIEWS AND ACCESS



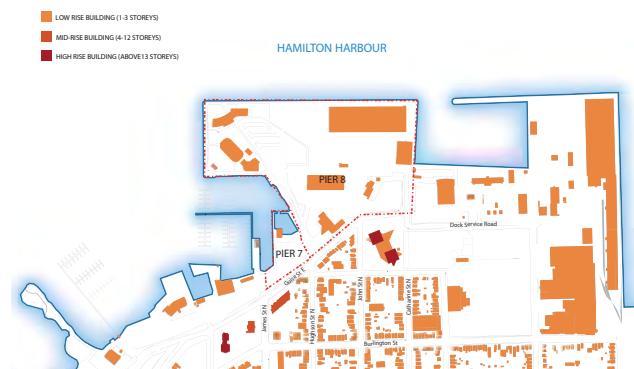
The site has great views toward the harbour but the existing connections with the surrounding neighbourhoods are dis-continuous

CLIMATE



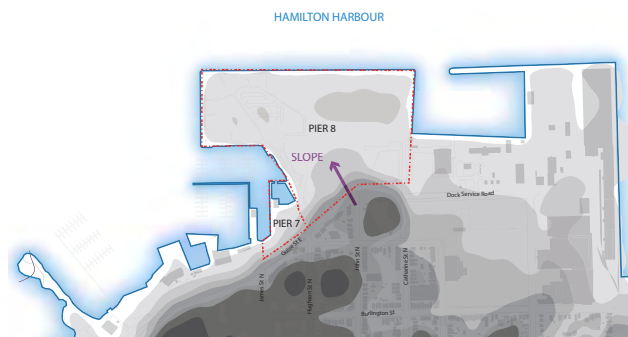
The area is south-north facing with good access to sunlight. Future development will have little shadow impact on existing housing. The major wind direction is south-west and north-east, which will need to be considered with the placement of future buildings.

BUILT FORM



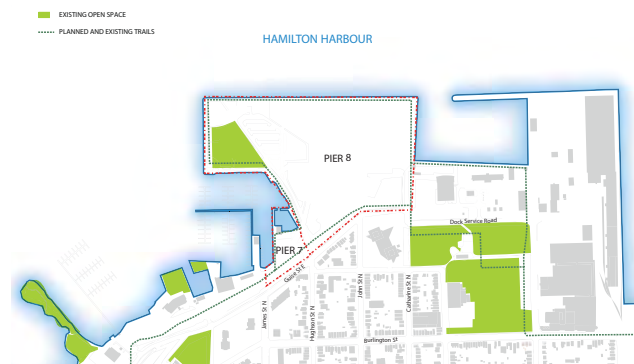
The Community surrounding the site is predominantly low rise with a few mid and high-rise buildings nearby.

TOPOGRAPHY



The site is relatively flat except for a 4 metre grade change at the south edge of the property.

PUBLIC AND OPEN SPACES



The existing open spaces lack significant green connections to the surrounding areas.

04 CHARACTER PRECEDENT



HAMMARBY SJÖSTAD - STOCKHOLM, SWEDEN



AREA CHARACTERISTICS

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



05 CHARACTER PRECEDENT



HAMBURG, GERMANY



AREA CHARACTERISTICS

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



PIER 7 & 8

URBAN DESIGN STUDY

06 CHARACTER PRECEDENT



PORT CREDIT, MISSISSAUGA, ONTARIO, CANADA



AREA CHARACTERISTICS

1. Uniform residential waterfront community
2. Adequate public open spaces along water frontage and private courtyards
3. Variety of building types, including 4-6 storey mid-rise buildings
4. Tiered building with open courtyard to maximize the view toward waterfront
5. Wide streets, large building setbacks



PIER 7 & 8

URBAN DESIGN STUDY

07 CHARACTER PRECEDENT



WESBROOK - VANCOUVER, BC, CANADA



AREA CHARACTERISTICS

1. Contemporary mixed-use neighbourhood with an urban village character
2. Semi-private and public spaces
3. 4-8 storey mid-rise building typologies with various brick and metal cladding
4. Wide street with street parking and wide pedestrian walkway
5. At grade level retail



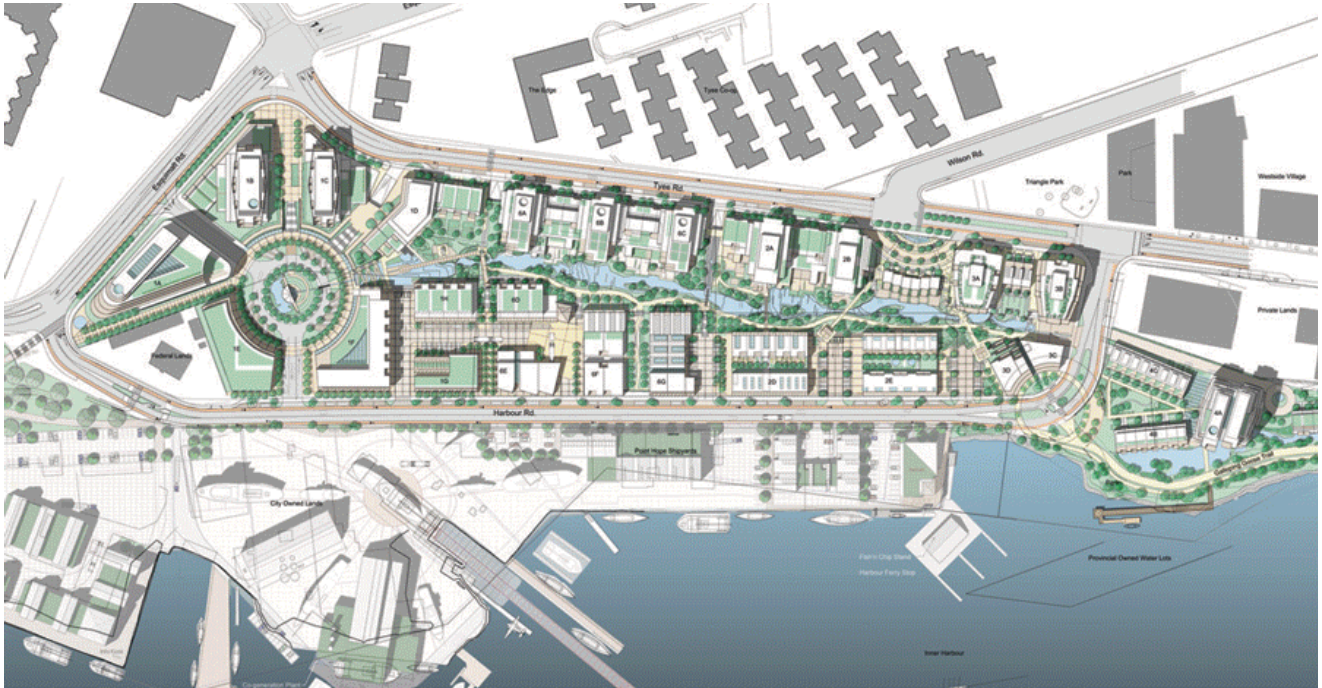
PIER 7 & 8

URBAN DESIGN STUDY

08 CHARACTER PRECEDENT



DOCKSIDE - VICTORIA, BC, CANADA



AREA CHARACTERISTICS

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



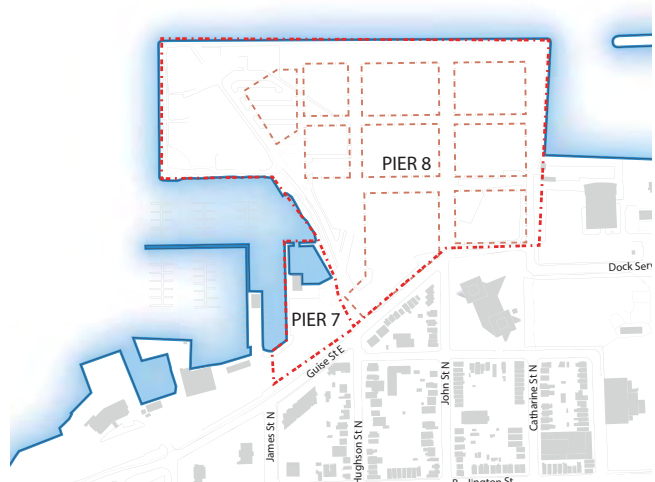
09 GUIDING PRINCIPLES + APPROACHES

KEY SECONDARY PLAN PRINCIPLES:

1. Strengthen existing neighbourhoods

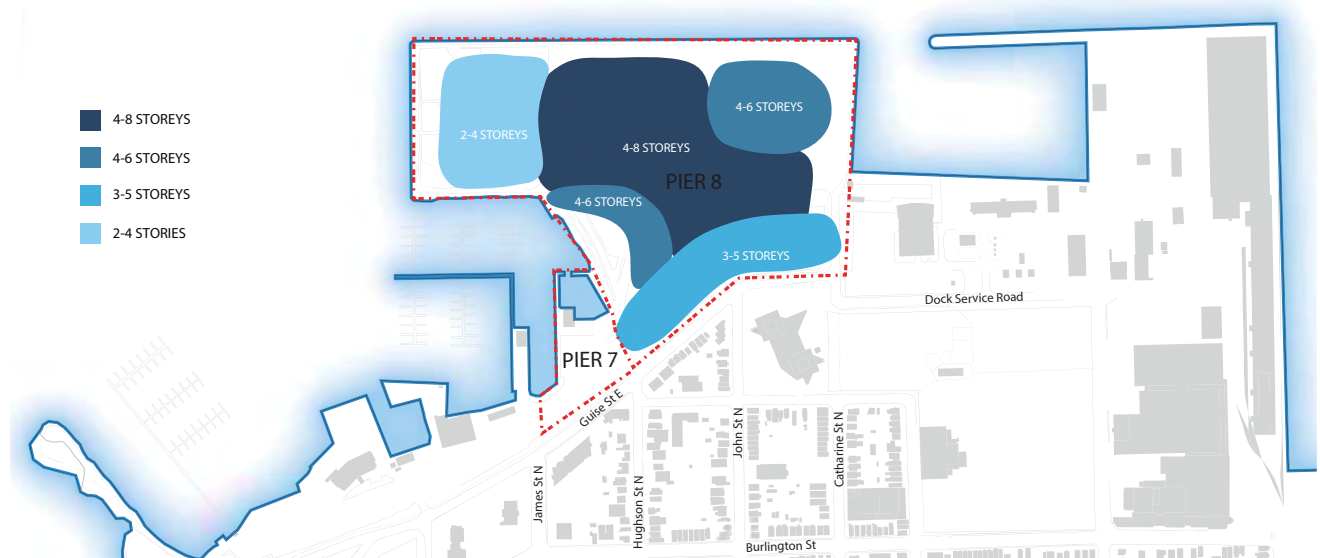


New development will transform the existing under-utilized lands into a new mixed-use community, which extends the existing neighbourhood to the shoreline with new amenities and direct access to waterfront.



The surrounding street and block pattern will be extended into the site to reflect the existing urban fabric, with an aim to create an accessible and walkable community scale.

HAMILTON HARBOUR

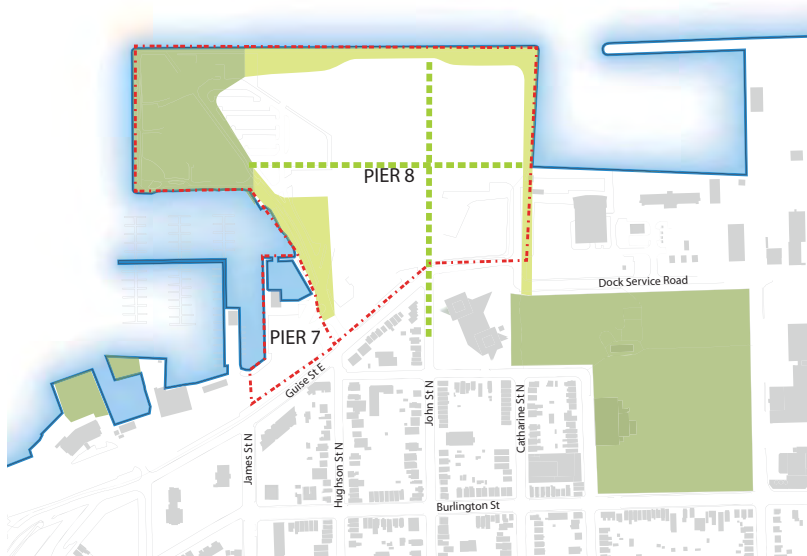


Provide an appropriate interface to respect the characters of the surrounding neighbourhood. Massing guidelines that protect the light, view and privacy of existing housing will be central to the urban design study.

10 GUIDING PRINCIPLES + APPROACHES

KEY SECONDARY PLAN PRINCIPLES:

2. Provide safe, continuous public access along the water's edge

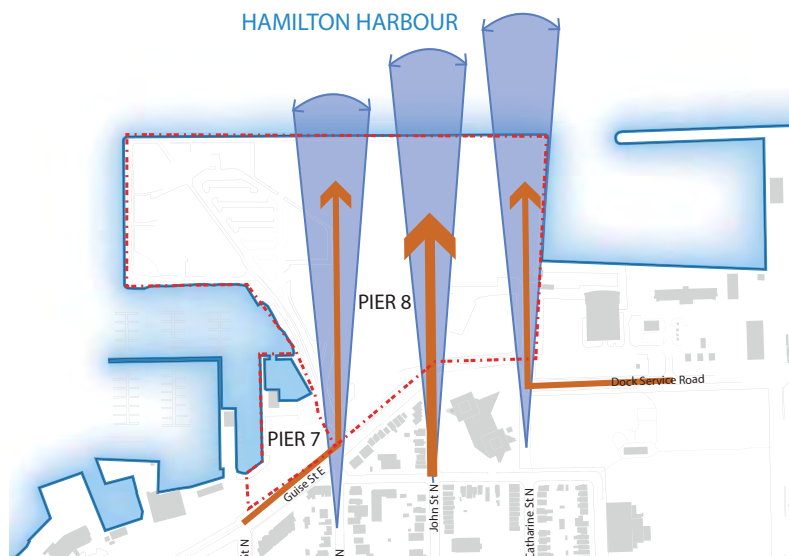


OPEN SPACE

- EXISTING OPEN SPACE
- FUTURE OPEN SPACE
- POTENTIAL GREEN CONDITIONS

Create a strong public realm along the water's edge to provide safe, continuous access for residents and the public by introducing a series of connected new open spaces.

3. Enhance physical and visual connections



- PHYSICAL CONNECTION TO WATER
- VIEW CORRIDOR TO WATER

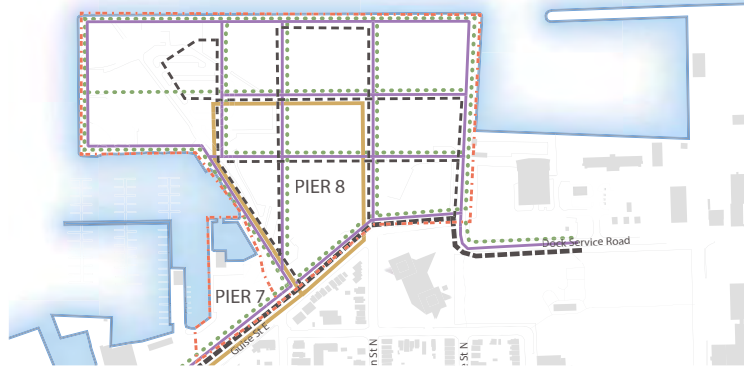
Extend John St N and Hughson St N into the Pier 7&8 area to provide direct access to waterfront and the new amenities. Connections for pedestrians, cyclists and /or vehicles are also guided by North End Traffic Management Plan. The layout of the new blocks and buildings will need to be designed to maintain view corridors towards the harbour.

II GUIDING PRINCIPLES + APPROACHES

KEY SECONDARY PLAN PRINCIPLES:

4. Promote a balanced transportation network

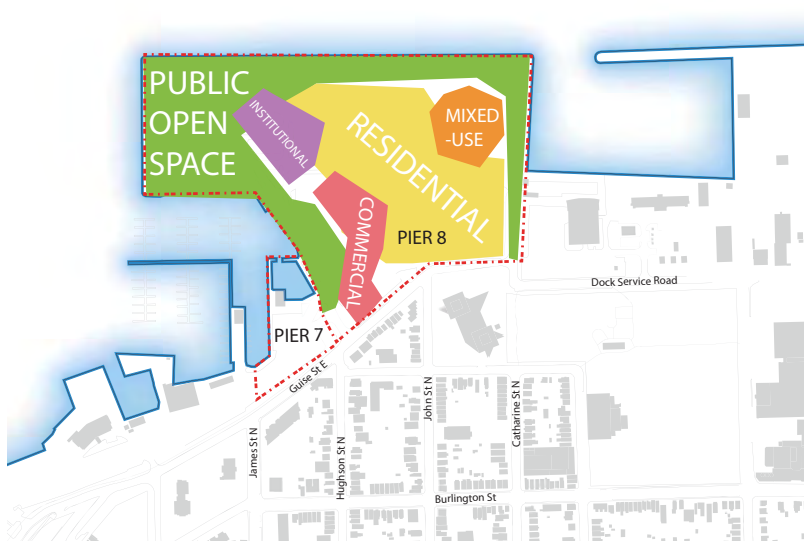
HAMILTON HARBOUR



Improve connections to the waterfront and promote a balanced multi-mode transportation system which includes a significant role for public transit, cycling and walking.

5. Create a diverse, balanced and animated waterfront

HAMILTON HARBOUR



Promote a diversity of land use along the waterfront, including open space, marine recreational (transient docks at Pier 7 & 8), commercial, residential, cultural and institutional.

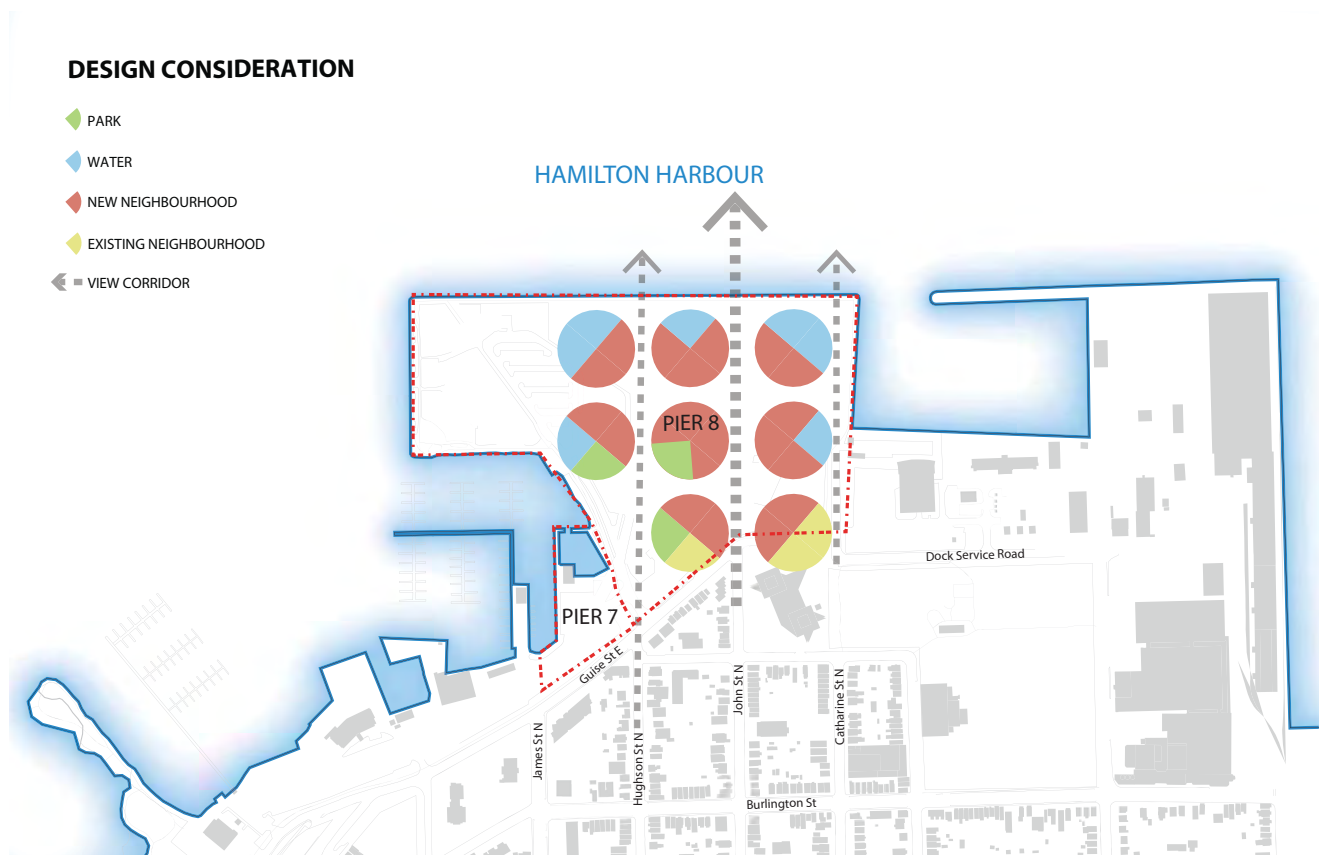
12 GUIDING PRINCIPLES + APPROACHES

KEY SECONDARY PLAN PRINCIPLES:

6. Celebrate the City's heritage



Reflect the site's cultural and industrial heritage in the design of new buildings and open space. Development can look to conserve, restore and reuse existing historic buildings and structures where they have an opportunity to enhance the character of the community.



The community will be defined by the relationships between new development, open spaces, streets, existing buildings and the water's edge. The urban design study will define these relationships and their character.

City of Hamilton/ Pier 7 & 8 Urban Design Study

Public Meeting and Workshop #1, May 12, 2015

BrookMcIlroy/

15 minutes

1 Guiding Principles

Introduction

The following initial guiding principles have been suggested. With your group, please review and mark-up these principles to reflect your recommendations.

Draft Guiding Principles

- 1 Provide uninterrupted and clear public access to the water's edge.
- 2 Ensure community vitality through a mix of uses that includes residential blocks and mixed use areas with ground floor commercial and community uses.
- 3 Improve the pedestrian and cyclist experience to and within Pier 7 & 8.
- 4 Identify opportunities to green the public and private realm with landscaping and trees.
- 5 Guide development at an appropriate scale and density that is compatible with the street width and area context.
- 6 Encourage high quality architecture that is representative of Hamilton.
- 7 Protect existing residential areas from the impacts of development.
- 8 Provide a sustainable framework for future development considering water, energy and recycling.
- 9 Encourage a diversity of residential unit size/tenure for everyone from children to seniors.

Additional Thoughts

What, if anything, is missing from the draft guiding principles listed above? What still needs to be addressed?

30 minutes

2 Character

Introduction

The following map illustrates the extent of the Pier 7 & 8 Study Area. In your groups, please

answer questions A through G by indicating the location of desired features on the map as well as text responses in the space provided, where appropriate.

A What should be the overall priorities for redevelopment at Pier 8?

C What are the different character areas in the Study Area? (consider views, access, uses etc)

B What kinds of new activities can and should happen in this community? Where should these happen?

D What should be the character and massing of new buildings? Where should taller buildings (up to 8 storeys) go?

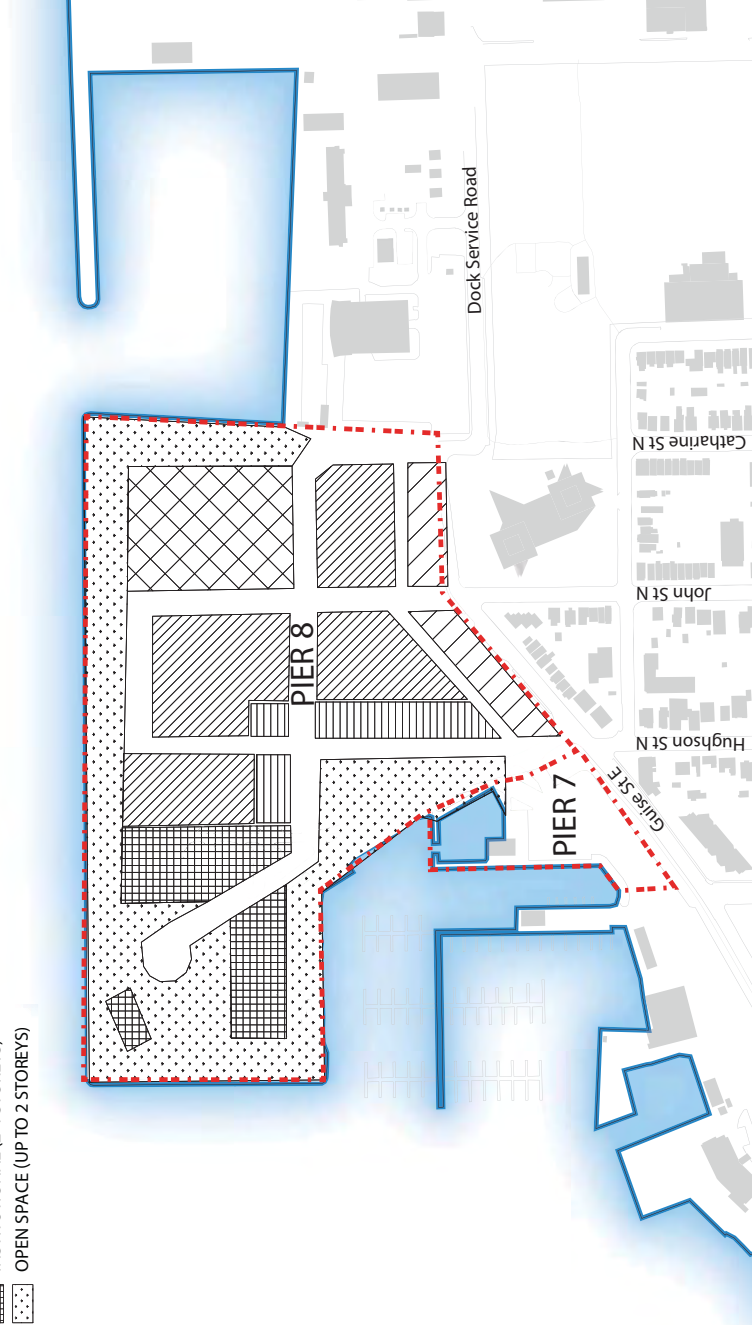
E What should be included in the design of the street? (e.g. boulevards, street furnishings, on-street parking, etc)

F How should new buildings address the street? Should they be setback to provide a wider sidewalk?

G How can green/open spaces be better connected, e.g. Green Streets, Bike Trails, tree planting, etc?

- MEDIUM DENSITY 1 (3-5 STOREYS)
- MEDIUM DENSITY 2 (4-8 STOREYS)
- MIXED USE (4-6 STOREYS)
- PRIME RETAIL (4-6 STOREYS)
- INSTITUTIONAL (2-4 STOREYS)
- OPEN SPACE (UP TO 2 STOREYS)

HAMILTON HARBOUR



15 minutes

3 Precedents

Introduction

From the selection below, please circle those images which reflect your vision for the Pier and identify where you would like to see them placed on the adjacent map.

Streetscape



Built Form



Open Space





Hamilton

City of Hamilton
Piers 7 & 8 Urban Design Study

Public Meeting #2 Summary
Oct 29, 2015

Table of Contents

Introduction	1
What Was Presented?	1
Meeting Minutes	2

City of Hamilton Piers 7 & 8 Urban Design Study

Public Meeting #2 Summary - Oct 29, 2015

Introduction

As part of the City of Hamilton's Piers 7 & 8 Urban Design Study, the City of Hamilton, in partnership with consulting firm Brook McIlroy hosted a Public Open house to present the draft options for the Pier 7 & 8 Urban Design Study. On October 29, 2015, over 50 members of the public attending the meeting.

The Public Meeting & Workshop was held:

Thursday, October 29, 2015

Evergreen Community Storefront
294 James St. North

What was presented?

The Pier 7 and 8 presentation was included as part of the City's monthly West Harbour Community Conversation Meetings. The presentation included:

- Study Overview
- Overview of the Area Design Goals
- Description of the Urban Structure and Public Realm Recommendations

- Presentation of the proposed Urban Design Plan Options

Following the presentation, participants asked questions and provided feedback which is presented in this report.



What was heard?

Meeting minutes were prepared of the entire meeting to document feedback and questions relating to all of the evenings presentations. An excerpt from those minutes relative to this study is provided below.

Pier 7 & 8 Discussion:

- Do total numbers of proposed parking spaces have a connection to defined number of units?
 - The general rule of thumb is 1 space per unit
 - Our expectation is that just because parking spots can be accommodated, doesn't mean that they should be built
- Will you be explaining how that works from a traffic point of view? Do you have a traffic analysis?
 - Public Works is in the process of conducting a Traffic Study
- What about parking during events?
 - Through this work and the transportation work being done, be assured that there is a large share of parking reserved for visitors as well as residents, but we hope the modal shift will change to more walking, cycling, transit, and LRT developments
- What about parking for the marina?
 - Marina parking is being worked on differently and there is an ongoing Parking Study taking place
 - **This, and other implications for the boating community, will be an agenda item for the November 26th West Harbour Community Conversation Meeting**
- What is the extra amount of parking for?
 - Visitors, restaurants, commercial spots, etc. The idea is a place where people are living, working, and enjoying being part of the community
 - Brooks-McIlroy: We want to know what numbers YOU want to see for parking
- Will there be bus service? Bike lanes?

City of Hamilton Piers 7 & 8 Urban Design Study

Public Meeting #2 Summary - Oct 29, 2015

- Yes, and hoping to increase active and alternative transportation options and accessibility for all
- Will everyone have to access Pier 8 from Discovery Drive?
 - No – a new entranceway will be added and there are two existing roads on the East and West of the Pier
- Will Hughson remain closed at Guise Street?
 - Yes
 - The North End Traffic Management Plan is not being changed at all
- Based on what was presented at this meeting, do you expect us to now be able to make any wise input? How is our input going to be valuable if it is not genuinely informed?
 - Including this evening, these panels will remain at 294 James Street North for two weeks for drop-in review and engagement. Everyone and anyone is welcome to stay to ask direct questions of the consultants or our planners, and all information will be posted online at www.hamilton.ca/westharbour and www.hamilton.ca/piers7and8
- Would you (Brooks-McIlroy) come together with the neighbourhood associations so we can talk about it rather than this modified PIC to examine this more carefully?
 - This engagement is a test, and not everyone comes to meetings.
 - Brooks-McIlroy & City of Hamilton can have another conversation and push back date for comments
 - The response was split, but another more focused meeting will be scheduled with Brooks-McIlroy
- Are you going to provide information on some sort of Phasing process? If so, what will be there while we're waiting between Phases 2 and 3? Will it remain vast swathes of asphalt?
 - The Terms of Reference for Brooks-McIlroy includes an implementation plan – as of this moment, unclear what those interim recommendations will be
- What is going to happen to the Sea Cadets?
 - Currently located on Pier 8, but the solution has not been found
 - **This will be on the agenda for the November 26th West Harbour Community Conversation Meeting**

Feedback and Next Steps

It was determined at this meeting that a more fulsome discussion of the options plans was required.

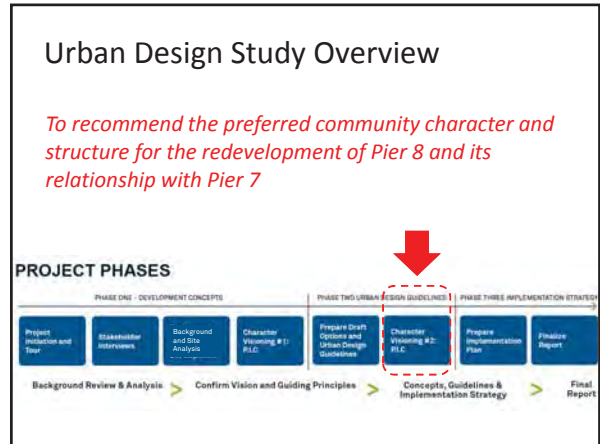
A workshop was scheduled for December 9, 2015.

Between the meetings post-it note comments were placed directly on the boards by the community. Key comments received included:

- No round-about
- Encourage green roofs on site
- General concerns with traffic
- Overall comments about if there is too much or too little parking on site
- Need to consider how to provide affordable housing in Piers 7 & 8
- General support for the Block Plan and proposed community structure



Open House Boards
Presentation



Contents


1. Study Overview
2. Area Design Goals
3. Urban Structure
4. Public Realm
5. Urban Design Plan Options
6. Next Steps

- ### Policy Structure Guidance
- **Building Heights:** 3-8 Storeys
 - **Open Spaces:** Existing and continuous along the shoreline – approximately 30 metres wide
 - **Road and Trails:** Recommends future and existing road and trail connections
 - **Setting Sail Guiding Principles:**
 1. Promote a healthy harbour;
 2. Strengthen existing neighbourhoods;
 3. Provide safe, continuous public access along the water's edge;
 4. Create a diverse, balanced and animated waterfront;
 5. Enhance physical and visual connections;
 6. Promote a balanced transportation network;
 7. Celebrate the City's heritage; and,
 8. Promote excellence in design.

Urban Design Study Overview

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

- Phase One - background research and analysis
- **Phase Two - urban design guidelines to support a preferred development concept and guide future development**
- Phase Three - final report that summarizes the recommendations and implementation plan

- ### KEY UDG CONSIDERATIONS FOR PIERS 7 & 8
- The structure of the community and how it relates to the surrounding area
 - The character, massing and orientation of new buildings
 - The design of future open spaces and streets
 - How buildings, streets and open spaces relate to each other
 - Design for parking above the high water line to ensure development feasibility
 - The presence of the Harbour, the views from the Piers and the character of the shoreline
- 

Key Area Design Principles

The redevelopment of Piers 7&8 should have:

- A mix of uses to support a diverse and vibrant community
- Complete streets designed for walking, running, riding and driving
- A defined public realm framework that allows for development flexibility
- A variety of public spaces for active and passive recreation on the waterfront
- An architectural style that is varied, contemporary and compatible with the existing neighbourhood
- Preserved marine / industrial elements to acknowledge the area's history



Private Realm: Façade Design



Private Realm: Character



Private Realm: Parking



Private Realm: Sustainability



Private Realm Guidelines: Materials



DESIGN PLAN: Urban Structure



PLAN 1: GREENWAY COMMUNITY



DESIGN PLAN: Approved Heights



* Heights are as per the West Harbour Waterfront Recreation Master Plan and the Council approved Official Plan Amendment 238 (Waterfront Commercial land use designation), which is under appeal at the OMB.

PLAN 1: GREENWAY COMMUNITY

Design Plan Statistics:

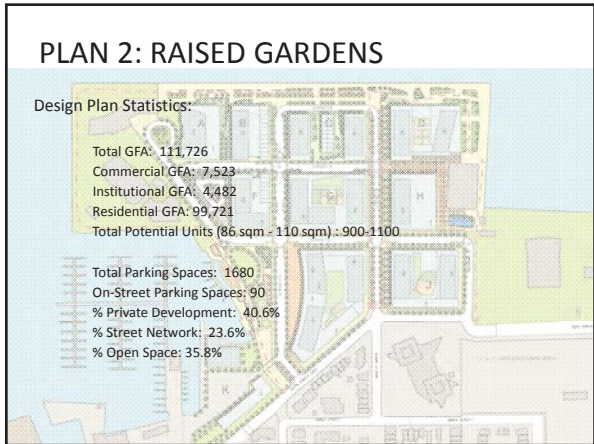
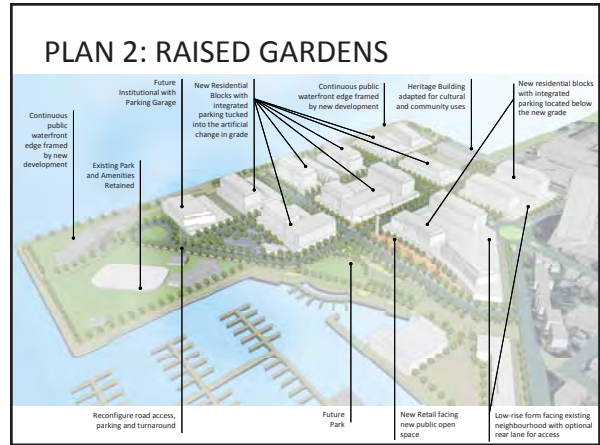
- Total GFA: 124,000
- Commercial GFA: 6,926
- Institutional GFA: 4,482
- Residential GFA: 112,592
- Total Potential Units (86 sqm to 110 sqm) : 1000 - 1200
- Total Parking Spaces: 1656
- On-Street Parking Spaces: 50
- % Private Development: 40.3%
- % Street Network: 20%
- % Open Space: 39.7%

DESIGN PLAN: Public Realm Character

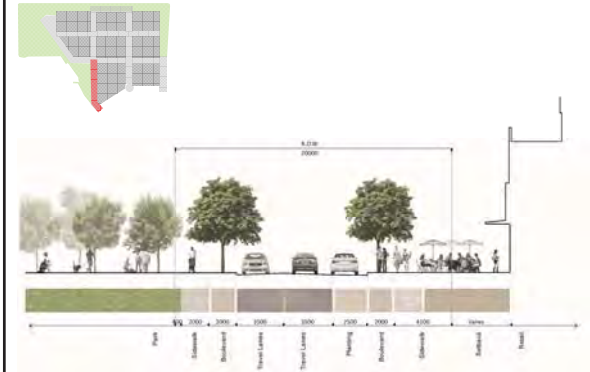


PLAN 1: GREENWAY COMMUNITY





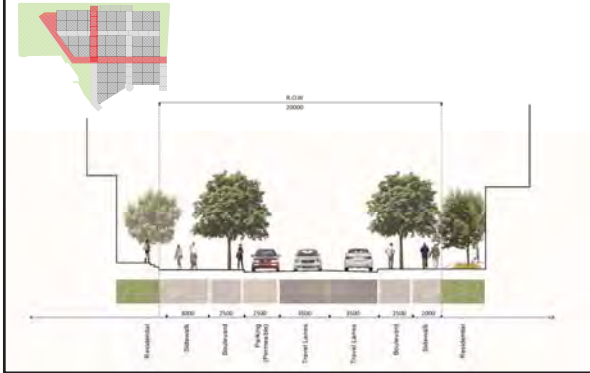
STREET CHARACTER: A1



STREET CHARACTER: D



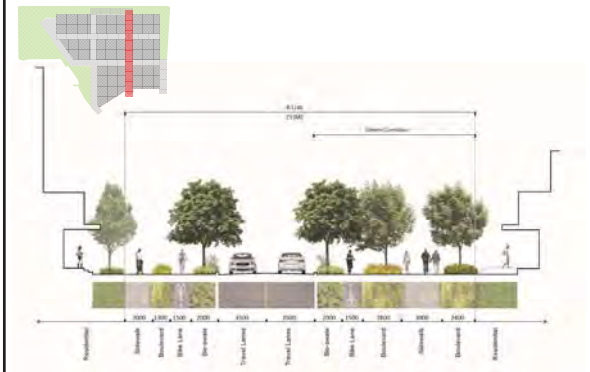
STREET CHARACTER: A2 and C



STREET CHARACTER: E



STREET CHARACTER: B



SUMMARY: RAISED GARDENS



Feedback

- Review open house material at Stations
 - Station #1 - Background and Guiding Principles
 - Station #2 - Character
 - Station #3 - Options
- Provide feedback on comment sheets available at each stations or directly on the boards with a post-it note

Next Steps

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

01 WELCOME AND INTRODUCTION

STUDY AREA



STUDY OVERVIEW

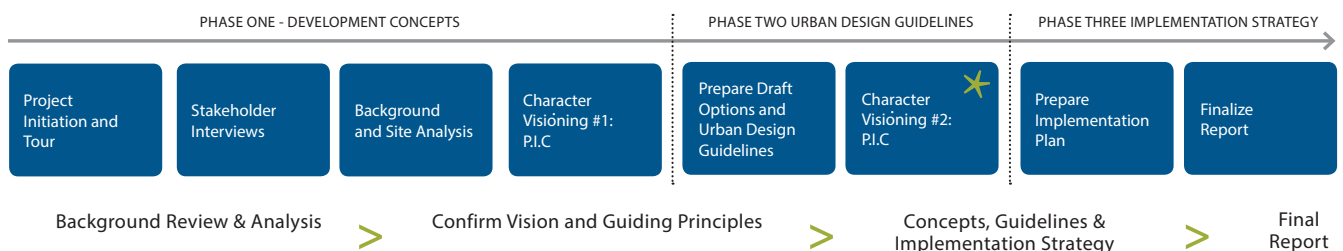
The City of Hamilton has retained Brook McIlroy to undertake an Urban Design Study for Piers 7 & 8. Completion of the study is a requirement set out in the West Harbour (Setting Sail) Secondary Plan. Setting Sail has set out the land uses and densities for the area, and requires the Urban Design Study to determine the appropriate height, massing and character of buildings and public spaces. This work will be done in accordance with the Secondary Plan, including its eight core planning principles, and urban design, land use and implementation policies.

The study contains three phases:

- Phase one is related to background research and analysis and the preparation of specific development concepts for Pier 8.
- Phase two focuses on the development of urban design guidelines to support a preferred development concept and guide future development.
- Phase three will include a final report that summarizes the process, documents the input, and provides a rationale for the recommendations and implementation plan.

The findings of this study will clearly articulate the intended character of development and how it will fit into the broader West Harbour context.

PROJECT PHASES



02 POLICY OVERVIEW

GUIDING DOCUMENT SUMMARY

Outlined on this board are the key documents that will shape the recommendations of the Urban Design Study and influence the redevelopment of the Pier 7&8 Study Area. Other significant studies and plans that will influence the visioning for area include:

- West Harbour Transportation Master Plan (2005);
- Transit-Oriented Development Guidelines for Hamilton (2010);
- Public Art Master Plan (2008); and
- Urban Hamilton Official Plan (2009).

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

Setting Sail is a comprehensive plan for the West Harbour, including the entire Pier 7&8 Study Area. It identifies objectives to:

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

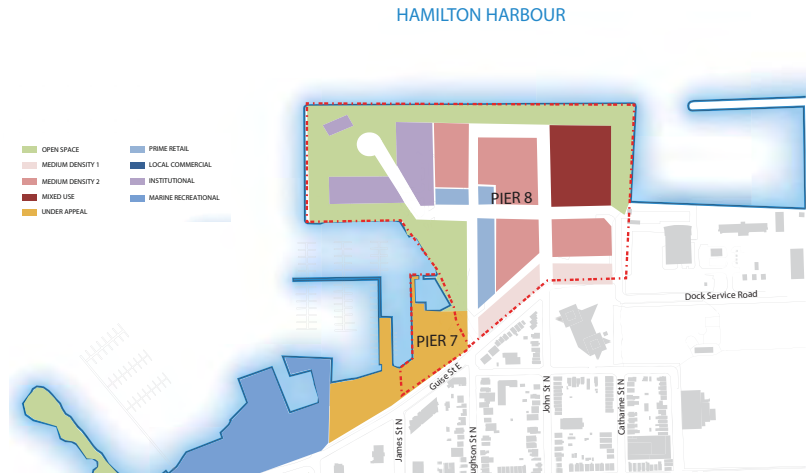
Setting Sail identifies land use designations, minimum and maximum heights, key new potential connections, views, trail extensions and streetscape initiatives. It is complemented by the Waterfront Recreation Master Plan and West Harbour Transportation Master Plan.

2. North End Traffic Management Plan (2007)

The City of Hamilton conducted a traffic management study for the North End Neighbourhood to identify and resolve neighbourhood traffic and transportation issues through the application of traffic calming measures. These measures include curb extensions, lane narrowing, turn restrictions and a 30km/hr speed limit.

3. West Harbour Waterfront Recreation Master Plan (2010)

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



The Setting Sail Secondary Plan defines the uses, heights, and density for Piers 7 & 8. A plan of the permitted uses is shown above.



The North End Traffic Management Plan, shown above, is a traffic management study that defines how vehicular traffic moves in and around the North End Neighbourhood.

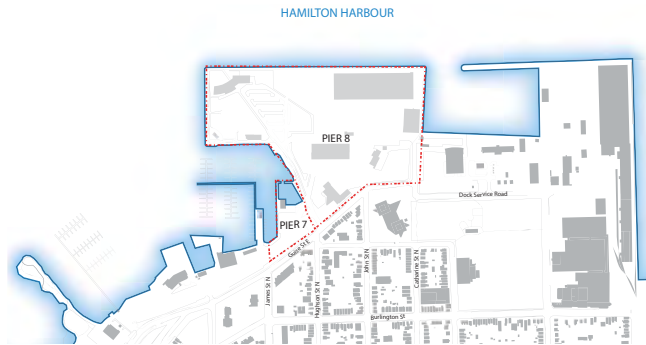


Harbour West Concept Plan

The West Harbour Waterfront Recreation Master Plan provides guidance on creating a visually unified harbourfront for the area. The Harbour West Concept Plan is shown above.

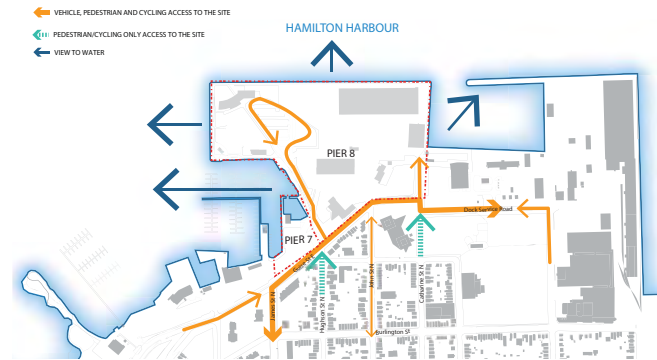
03 EXISTING CONDITIONS ANALYSIS

STUDY AREA



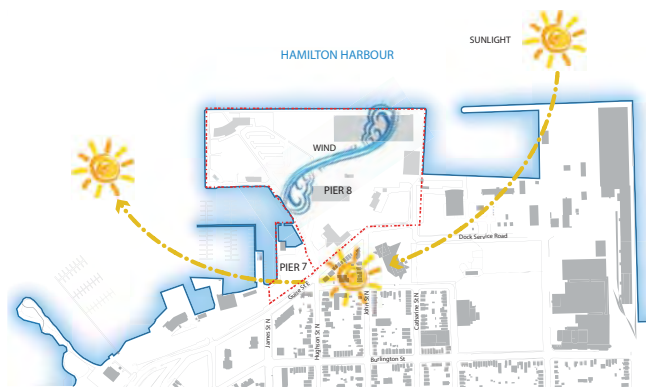
The Study Area is a 13.9 ha waterfront site, located at the north-end of the City of Hamilton, facing Hamilton Harbour, near Hughson Street North and Guise Street East.

VIEWS AND ACCESS



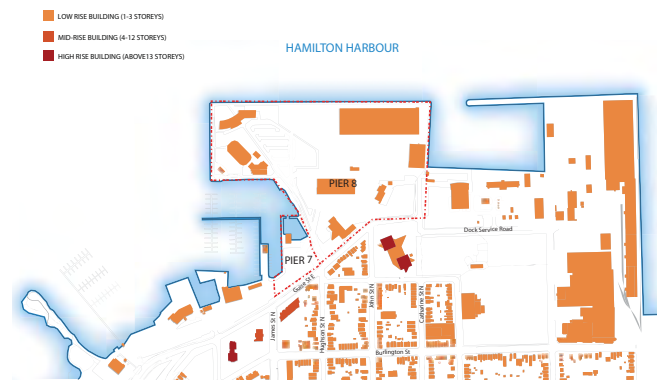
The Study Area has great views toward the harbour, but existing connections with surrounding neighbourhoods are discontinuous.

CLIMATE



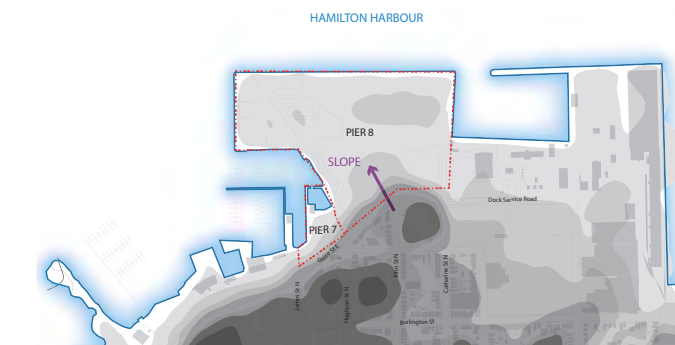
The Study Area is south-north facing with good access to sunlight. Future development will have little shadow impact on existing housing. The major wind direction is south-west and north-east, which will need to be considered with the placement of future buildings.

BUILT FORM



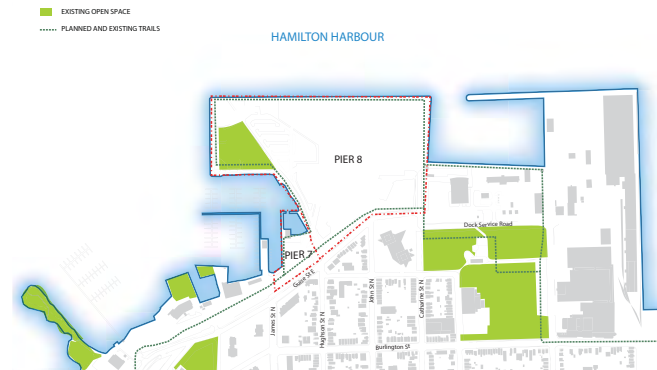
The Community surrounding the Study Area is predominantly low-rise with a few mid- and high-rise buildings located nearby.

TOPOGRAPHY



The Study Area is relatively flat, except for a 4 metre grade change at the south edge of the property.

PUBLIC AND OPEN SPACES



Existing open spaces lack significant green linkages to surrounding areas.

04 PIER 7 & 8 KEY DIRECTIONS

CONSULTATION FEEDBACK

A Visioning Session was held on May 12th, 2015. At this session participants were asked to provide direction on the character of redevelopment for Piers 7 & 8. Key recommendations were as follows:

- Sustainable/green building elements are imperative
- A diversity in building design, material and form is important
- Managing parking should be done efficiently and intelligently
- The new neighbourhood should be family and resident-centric
- Provide uninterrupted and clear public access to the water's edge
- Improve the transit, pedestrian and cyclist experience to and within Piers 7 & 8
- Identify opportunities to green the public and private realm with landscaping and trees



RESULTING AREA GUIDING PRINCIPLES

The redevelopment of Piers 7&8 should have:

1. A mix of uses to support a diverse, sustainable and vibrant community



2. A community of complete streets designed for walking, running, riding, taking transit and driving



3. A defined public realm framework that allows for development flexibility.



4. A variety of public spaces for active and passive recreation on the waterfront



5. An architecture that is varied, contemporary and compatible with the surrounding areas



6. Marine / industrial elements to acknowledge the area's history



05 KEY PRIVATE REALM PRINCIPLES

Future Development of Pier 7 & 8 will need to address the following:



Architectural Character: The architecture of the community should be modern, diverse and precedent setting. New buildings will embody design excellence through contemporary architecture.



Sustainability: Sustainable design measures that lower the overall impacts of development should be considered. These include on-site water control and re-use, green roofs, locally sourced materials, alternate energy sources, etc.



Active Ground Floor: All buildings should have active ground floors with windows, entrances and landscaping.



Building Setbacks: Taller buildings (above 3 Storeys) will step back after the second or third floor by a minimum depth of 2m.



Entrances: Residential streets will be framed by entrances to ground floor units.



Front Yard Setback: Residential buildings are setback from the property line by 3m to allow for front yards, patios or landscaping.



Ground Floor Level: Residential development should be raised a minimum of 600mm above the street to provide an appropriate transition between public and private areas.



Building heights: Maximum building heights are to be implemented as per the Setting Sail Recommendations (4-8 Storeys)



Façade Design and Articulation: New developments should be designed to support the particular functions of the street through well articulated and appropriately scaled facades. Blank facades will not be permitted.



Exterior Building Material: The use of high quality and appropriate exterior building materials such as brick, wood, metal, stone, glass, and concrete is recommended. Simulated stone, brick, wood and vinyl, mirrored glass and stucco should be avoided.



Structured Parking: Future parking structures should be wrapped by non-parking uses (such as retail, office commercial, residential and/or public facilities) to ensure an active facade.

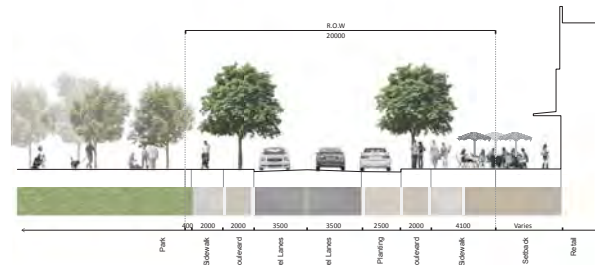
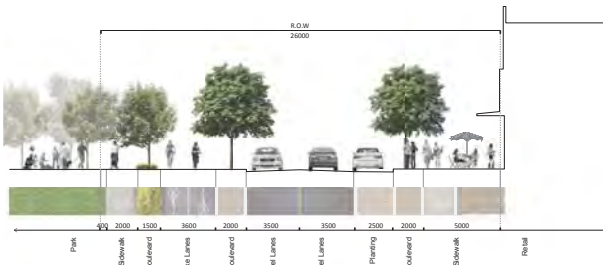
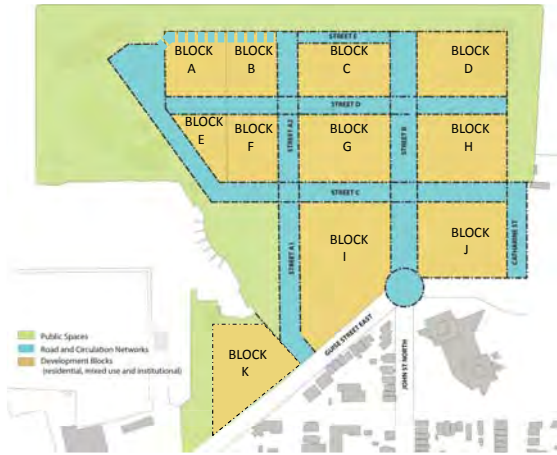
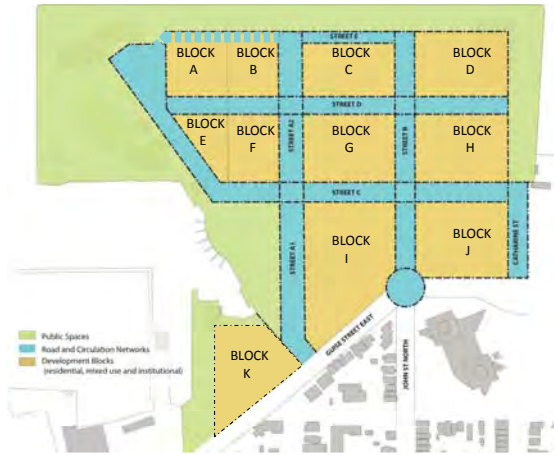


Access and circulation: Parking and loading access should be located in the least prominent areas with an effort to minimize interruptions to pedestrian and cyclists.

06 PROPOSED STREETScape DESIGNS

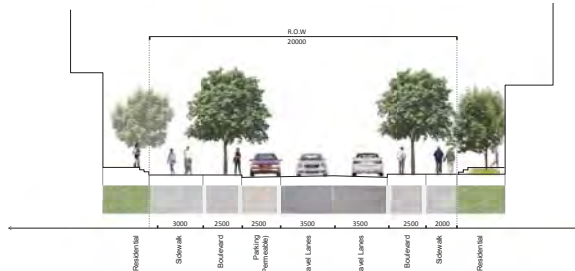
OPTION 1 - STREET DESIGNS

OPTION 2 - STREET DESIGNS



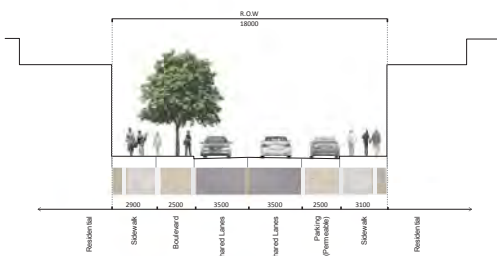
Street A1 - Retail Street Facing Park (north-south)

Alternate Street A1 - Retail Street Facing Park (north-south)



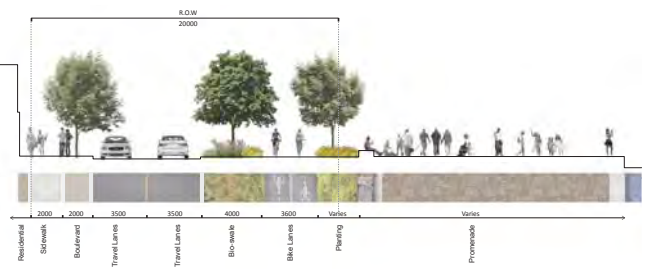
Street A2, B and C - Residential Street

Alternate Street B - Widened Residential Green Street



Street D - Pedestrian and Cyclist Greenway

Alternate Street D - Compact Residential Street



Street E - Single Sided Residential Street along The Pier

Street E - Single Sided Residential Street along The Pier

07 OPTION 1 - GREENWAY COMMUNITY

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



A tree lined entrance street with dedicated bike trails and a direct view to the Harbour



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



A mixed-use street with retail at grade, facing a new park to the west



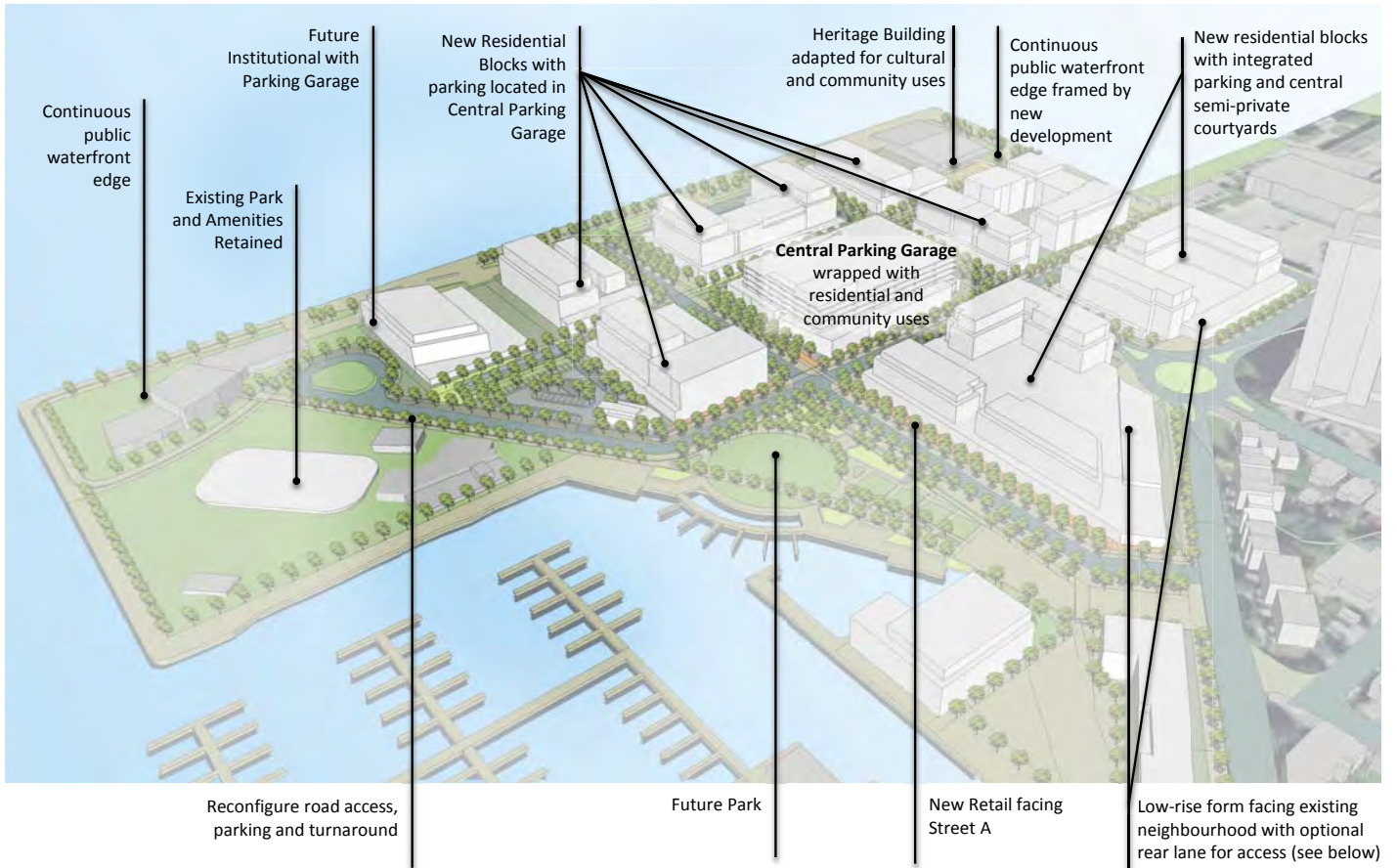
A centrally located parking garage wrapped with active uses and a modern exterior character.



Semi Private courtyards located at grade between all buildings

08 OPTION 1 - GREENWAY COMMUNITY

MASSING MODEL



SITE SECTION



BLOCK AND LAYOUT VARIATIONS

BLOCKS A / B VARIATIONS

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

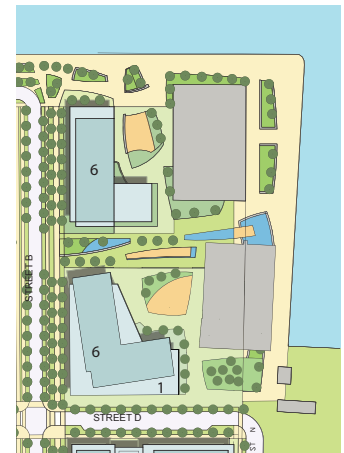
This connection frames the Linear Waterfront Park.

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



BLOCKS D / H VARIATIONS

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



09 OPTION 2 - RAISED GARDENS

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



A varied waterfront edge with public trails and viewing areas



An architecturally rich mixed use complex with office and commercial



Retail is setback from the street to create a plaza space facing the new park to the west



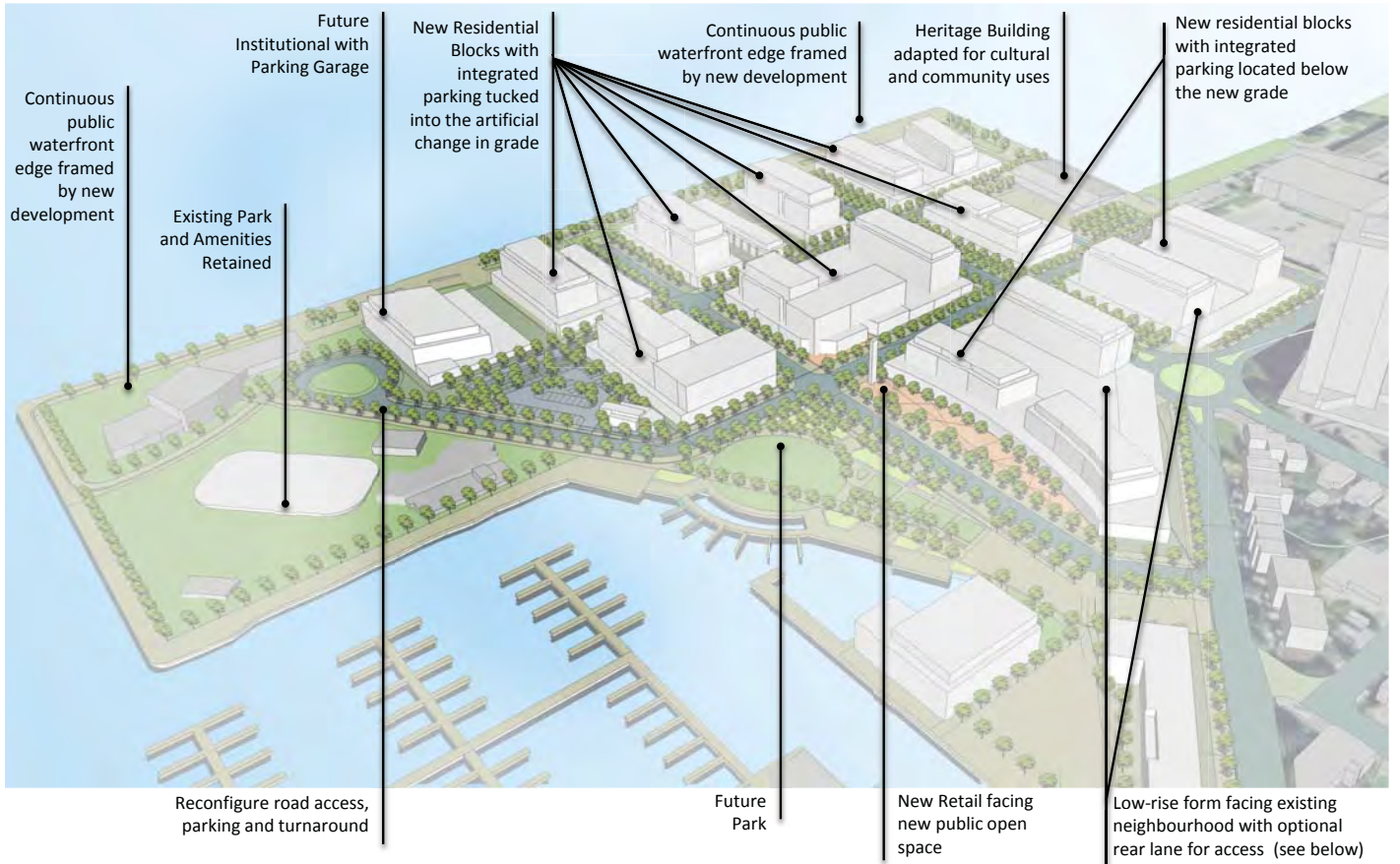
At-grade parking podiums between all building with green roofs and raised courtyards



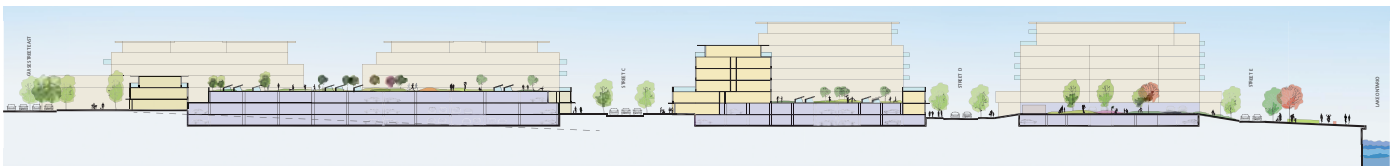
A retail based heritage district retaining some of the existing marine warehouses

10 OPTION 2 - RAISED GARDENS

MASSING MODEL



SITE SECTION



BLOCK AND LAYOUT VARIATIONS

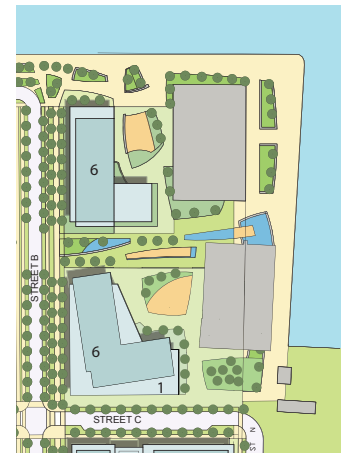
BLOCKS I / J VARIATIONS

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



BLOCKS D / H VARIATIONS

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





Hamilton

City of Hamilton
Piers 7 & 8 Urban Design Study

Public Meeting #3 Material
December 9, 2015

Table of Contents

Introduction	1
What Was Presented?	1
Workshop Summary	2

City of Hamilton Piers 7 & 8 Urban Design Study

Public Meeting #3 Summary - Dec 09, 2015

Introduction

As part of the City of Hamilton's Piers 7 & 8 Urban Design Study, the City of Hamilton, in partnership with consulting firm Brook McIlroy hosted a Public Open house and Workshop to discuss the draft options for the Pier 7 & 8 Urban Design Study. On December 9, 2015, members of the public attending the meeting and discussed the options had previously been presented on October 29, 2015.

The Public Meeting & Workshop was held:

Wednesday, December 09, 2015

Evergreen Community Storefront

294 James St. North

What was presented?

The presentation included:

- Study Overview
- Overview of the Area Design Goals
- Description of the Urban Structure and Public Realm Recommendations

- Presentation of the proposed Urban Design Plan Options

Following the presentation, participants asked questions and provided feedback which is presented in this report.



Worksheet Summaries

Table One

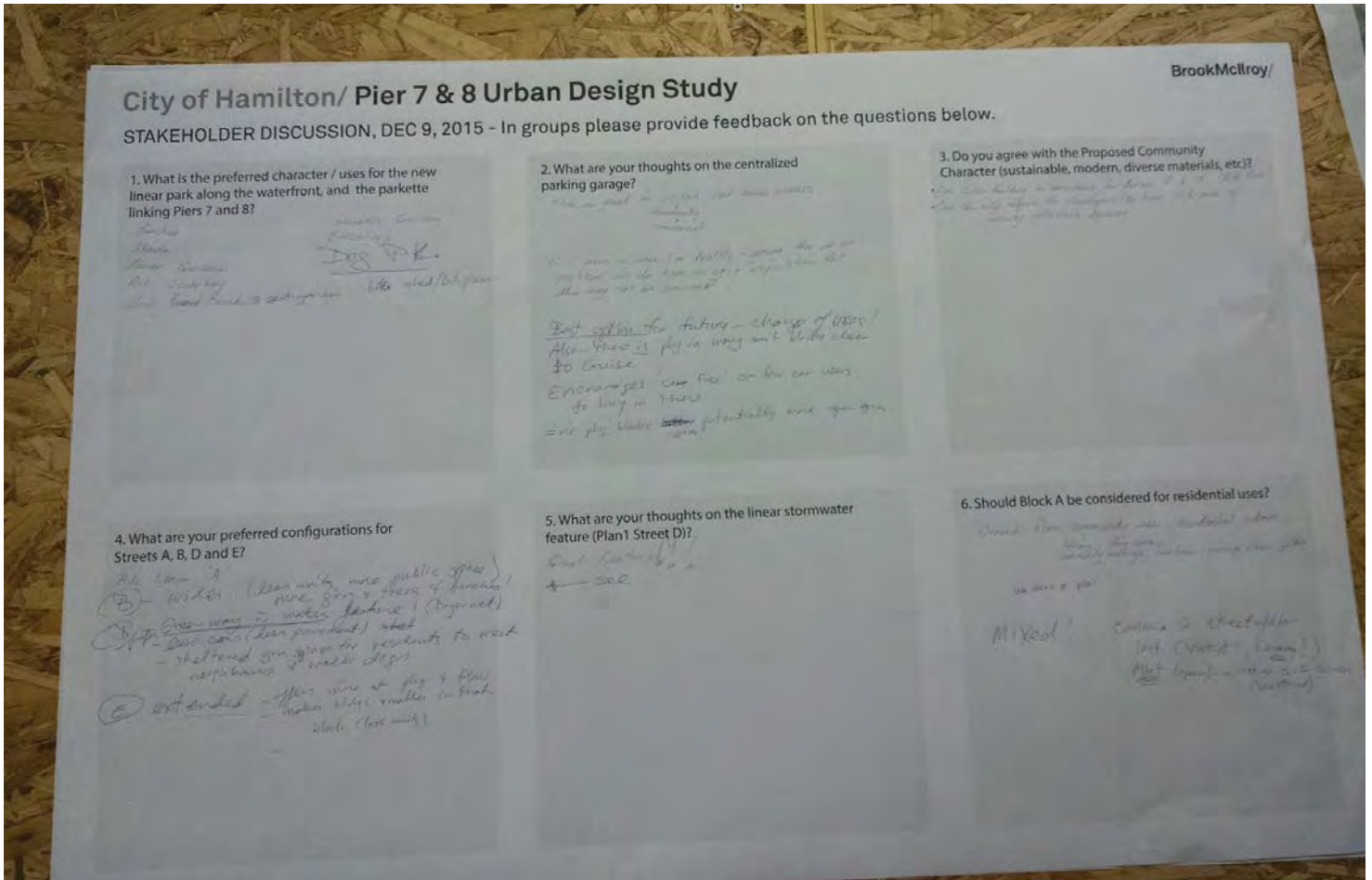


Table One Key Findings

1. Preferred Character includes benches, flowers, gardens, art, sculpture, wind breaks. The park should be interactive and include a dog park, a bike shed and a bike racks.
2. Centralized parking garage may not be convenient for seniors.
3. Encourage a “car free” community to minimize parking
4. Consider taller buildings for Block I and J
5. Allocate 10% to affordable housing
6. Prefer bike lanes on Street B, the Greenway, and the extended Street E
7. Likes Ground floors with community uses and residential above and a mixed of uses throughout

Worksheet Summaries

Table Two

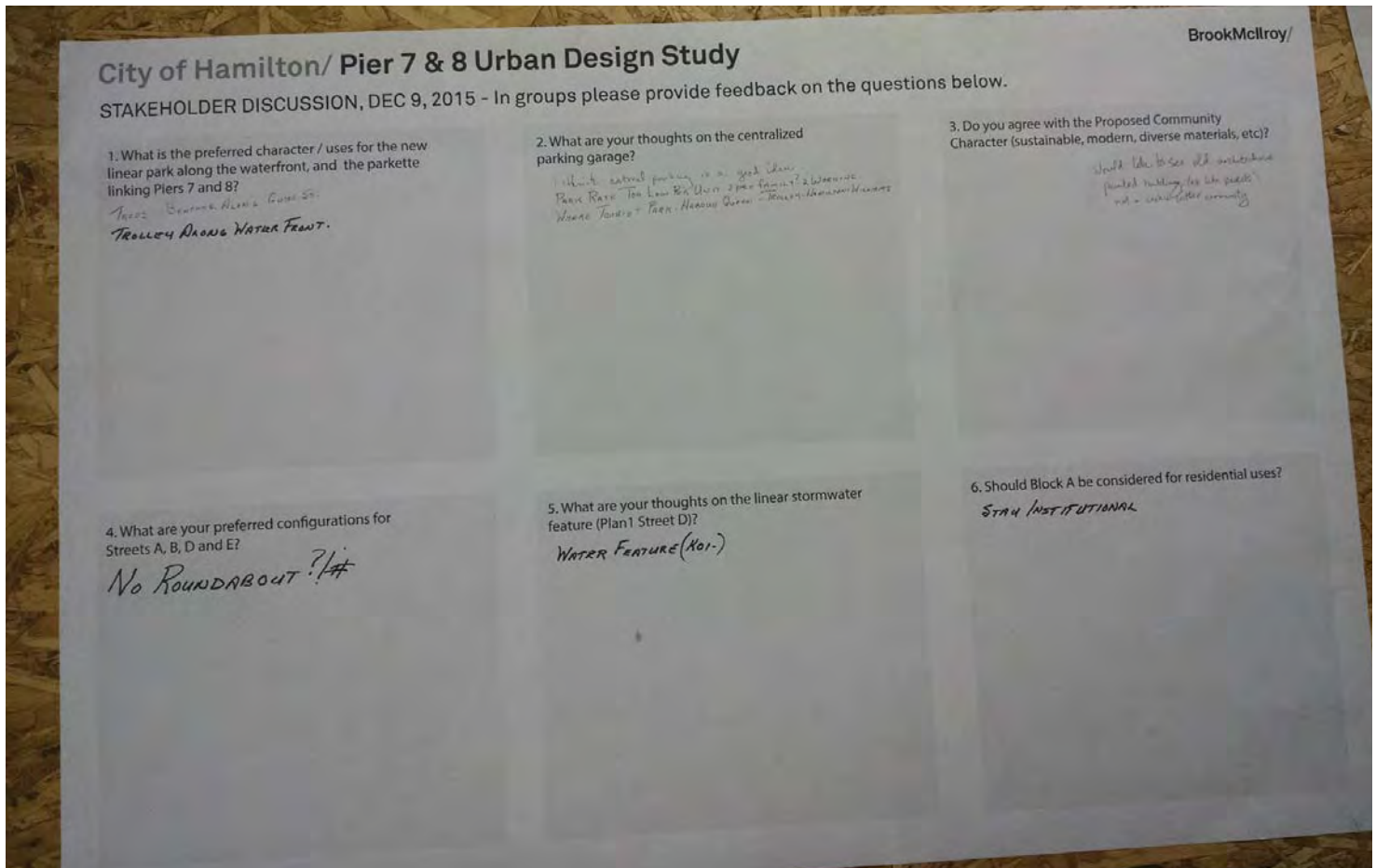


Table Two Key Findings

1. Preferred Character / Program includes trees and benches along Guise Street and a Waterfront Trolley
2. Centralized parking garage is the better option but need more spaces per unit, also need a place for tourists to park
3. Would prefer to see more old architecture and not a cookie cutter community
4. No roundabout
5. Water features would be good in the linear stormwater feature
6. Block A should stay institutional

Worksheet Summaries

Table Three

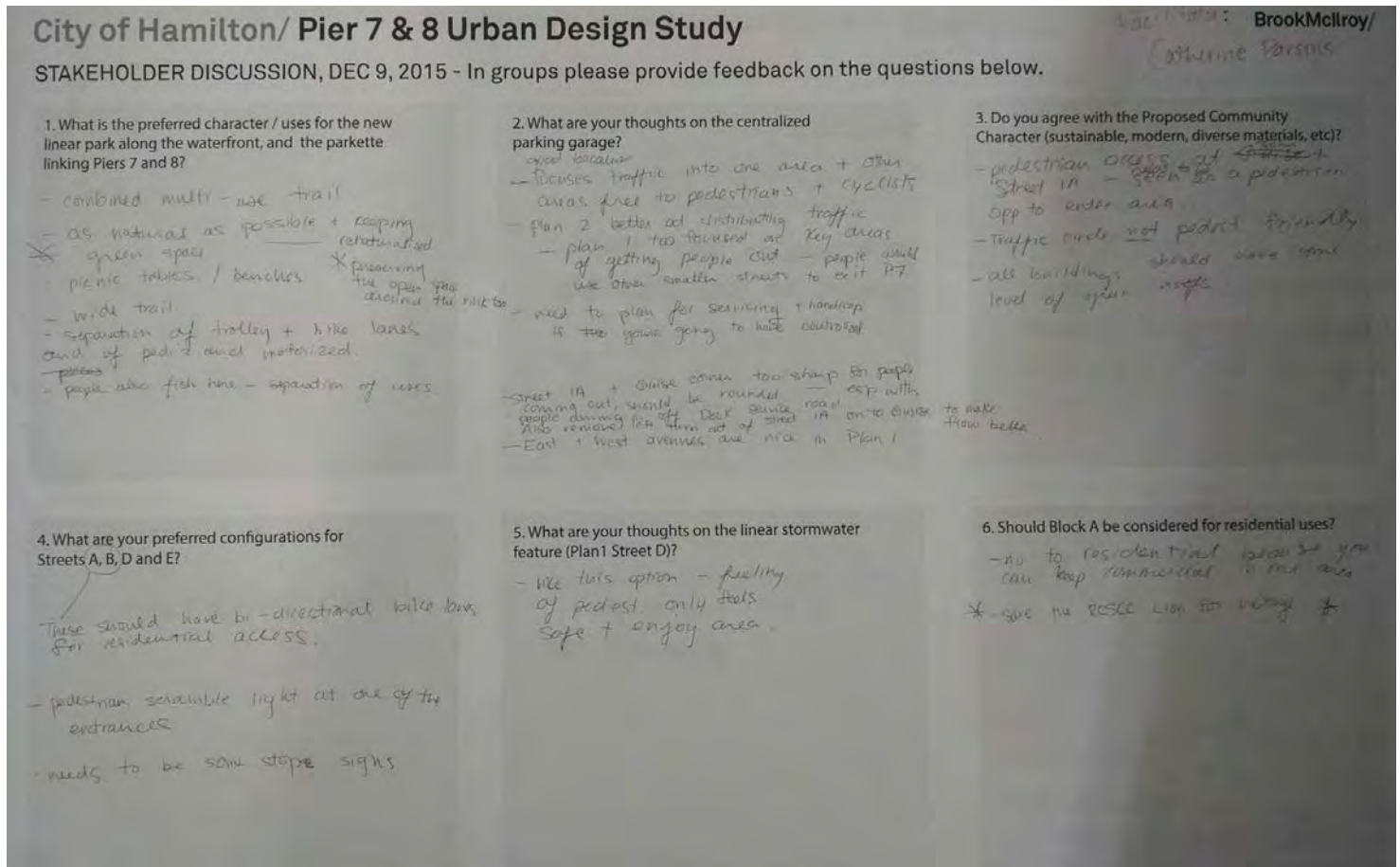


Table Three Key Findings

1. Preferred Character / Program includes a combined multi-use trail, green and natural as possible, green spaces, picnic tables, wide trail, separated trolley, bike lanes, pedestrians and motorized vehicles, and spaces for safe fishing
2. Prefers centralized parking garage but needs plan for servicing and accessibility
3. Likes East and West Avenues in Plan 1
4. Need pedestrian access at John Street
5. No traffic circle
6. All buildings should have green roofs
7. Street A should have bidirectional bike lanes
8. Consider a pedestrian scramble and stop signs throughout the development
9. Prefers the Greenway Option
10. Keep Block A as institutional
11. Save the RCSCC Lion for Heritage

Worksheet Summaries

Table Four

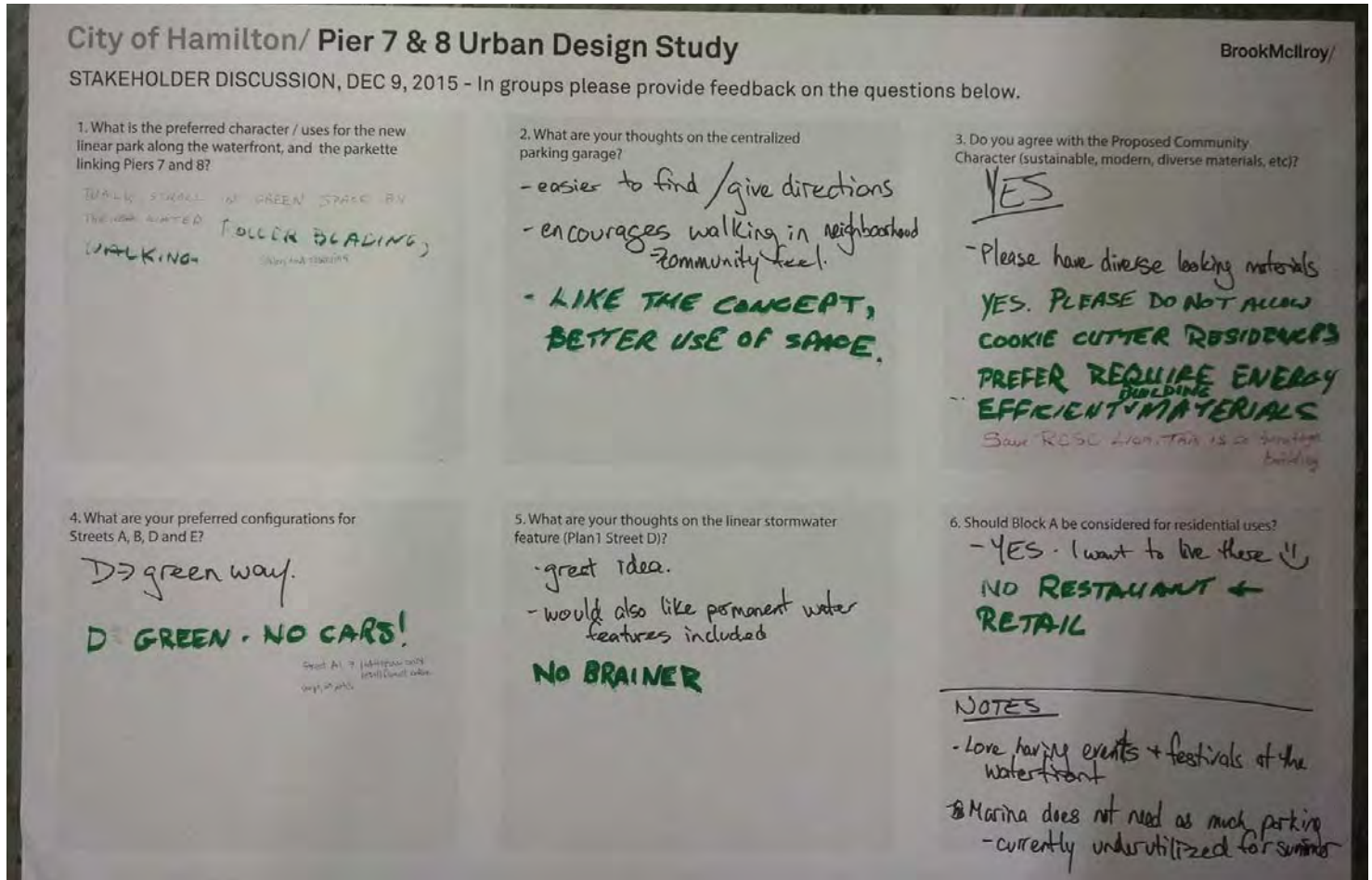


Table Four Key Findings

1. Preferred Character / Program includes areas to walk and stroll in green spaces by the water, as well as roller blading and just sitting to people watch
2. Centralized parking garage is easier to find and give directions to, it encourages walking and a neighbourhood feel - it is preferred as a better use of space
3. Agrees with proposed community concept
4. Support design diversity throughout - no cookie cutter and buildings must be sustainable
5. Save the RCSCC Lion, this is a heritage building
6. Prefers the Greenway Option with no cars on Street D, would like permanent water features
7. Street A1 should be pedestrian only with retail, small café, shops etc.
8. Block A should be considered for residential
9. Love having events on the waterfront but Marina does not need as much parking it is currently underutilized in the summer

Worksheet Summaries

Table Five

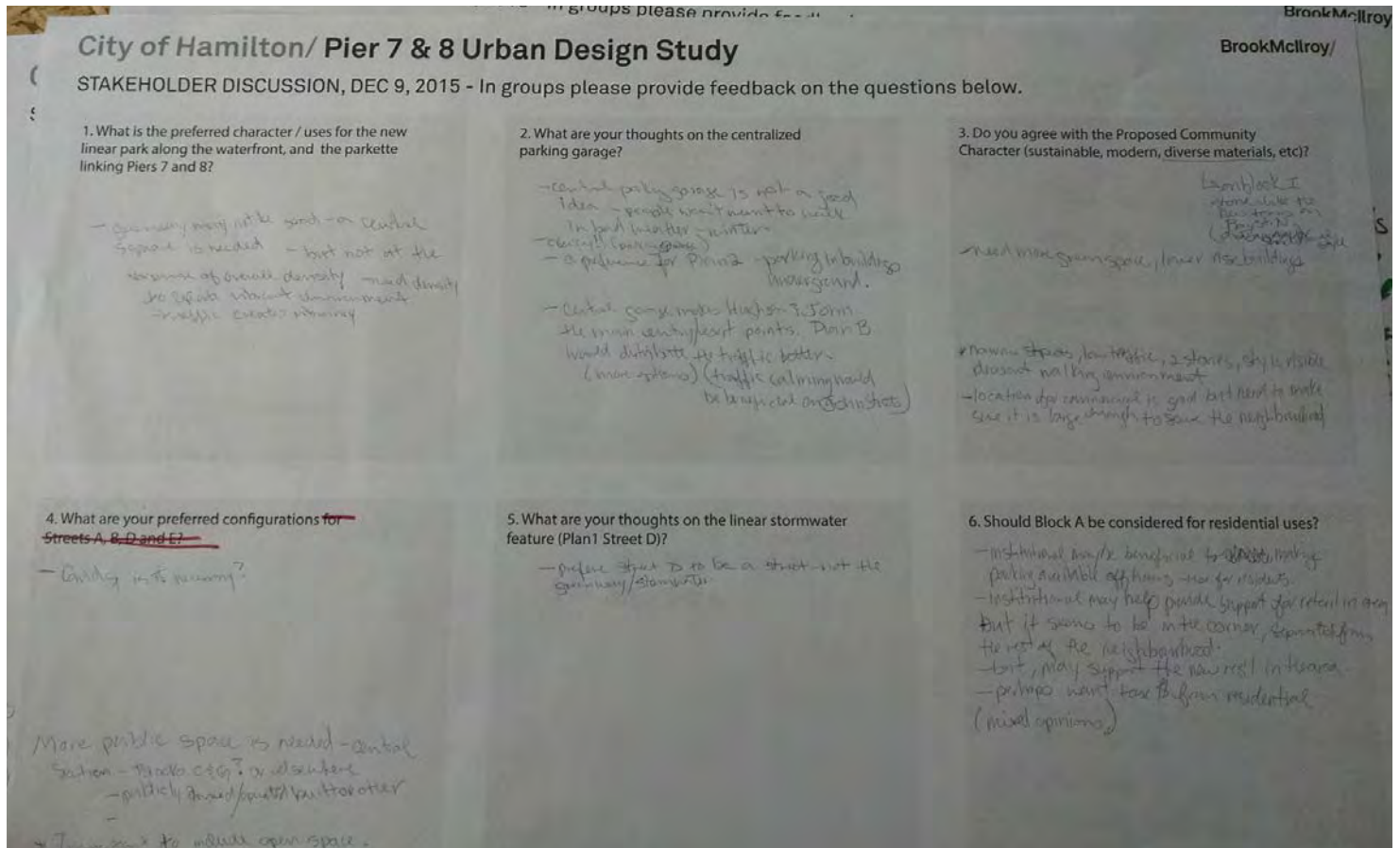
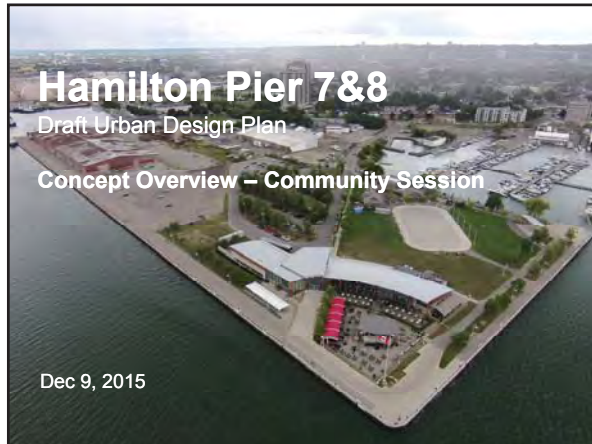


Table Three Key Findings

1. Preferred Character / Program would have a central square instead of the Greenway but not at the expense of more density.
2. Prefers the non-centralized garage (too far to walk in winter) and makes John and Hughson the main entrances. Plan B better distributes people.
3. Materials like the new towns on Bay Street N would be good on Block I (Stone)
4. Need more greenspace and lower rise buildings
5. Narrow streets, low traffic, 2 stories, sky is visible and makes a pleasant walking environment
6. Location for commercial is good but need to make sure it is large enough to serve the neighbourhood.
7. Is a grid of streets necessary?
8. Prefer Street D as street instead of Greenway
9. Institutional is best for Block A and could provide off-hour parking for residents, support retail, but it seems isolated (group had mixed opinions)



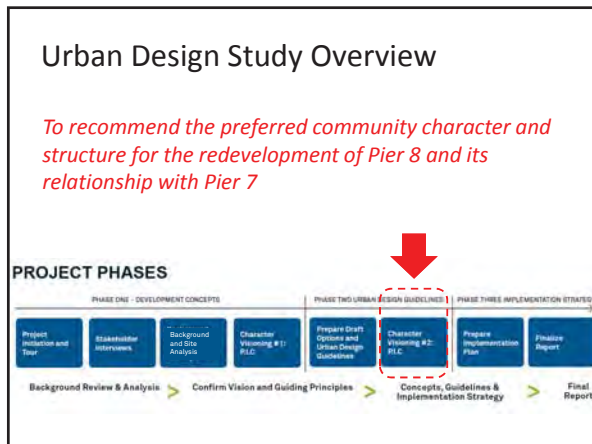
Presentation
Worksheet



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

- ### Contents
1. Study Overview
 2. Feedback Received To-Date
 3. Urban Structure
 4. Urban Design Plan Options
 5. Next Steps

- ### Policy Structure Guidance
- **Building Heights:** 3-8 Storeys
 - **Open Spaces:** Existing and continuous along the shoreline – approximately 30 metres wide
 - **Road and Trails:** Recommends future and existing road and trail connections
 - **Setting Sail Guiding Principles:**
 1. Promote a healthy harbour;
 2. Strengthen existing neighbourhoods;
 3. Provide safe, continuous public access along the water's edge;
 4. Create a diverse, balanced and animated waterfront;
 5. Enhance physical and visual connections;
 6. Promote a balanced transportation network;
 7. Celebrate the City's heritage; and,
 8. Promote excellence in design.





PLAN 1: GREENWAY COMMUNITY

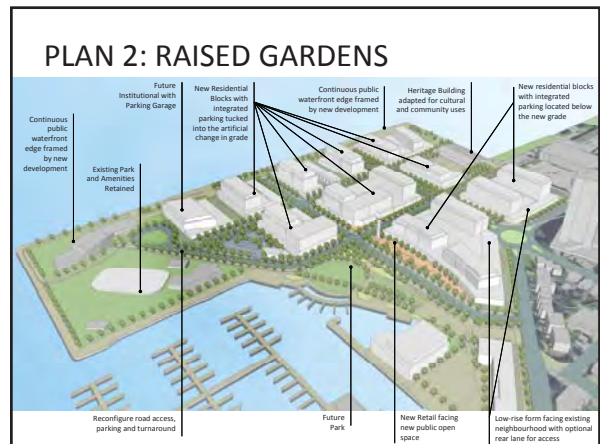
Design Plan Statistics:

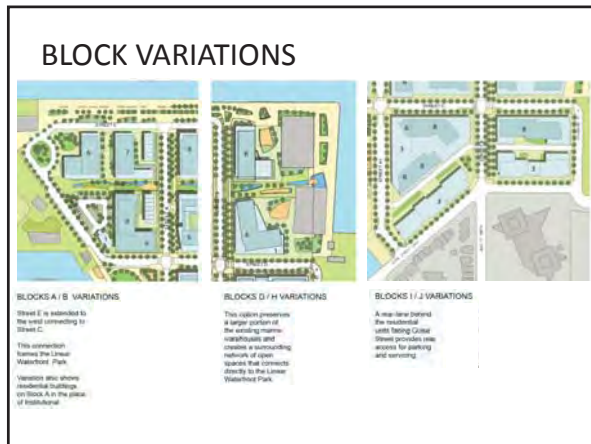
- Total GFA: 124,000
- Commercial GFA: 6,926
- Institutional GFA: 4,482
- Residential GFA: 112,592
- Total Potential Units (86 sqm to 110 sqm) : 1000 - 1200
- Total Parking Spaces: 1656
- On-Street Parking Spaces: 50
- % Private Development: 40.3%
- % Street Network: 20%
- % Open Space: 39.7%

PLAN 2: RAISED GARDENS

Design Plan Statistics:

- Total GFA: 111,726
- Commercial GFA: 7,523
- Institutional GFA: 4,482
- Residential GFA: 99,721
- Total Potential Units (86 sqm - 110 sqm) : 900-1100
- Total Parking Spaces: 1680
- On-Street Parking Spaces: 90
- % Private Development: 40.6%
- % Street Network: 23.6%
- % Open Space: 35.8%





- ### KEY DISCUSSION QUESTIONS
1. What is the preferred character / uses for the new linear park along the waterfront, and the parkette linking Piers 7 and 8?
 2. What are your thoughts on the centralized parking garage?
 3. Do you agree with the Proposed Community Character (sustainable, modern, diverse materials, etc)?
 4. What are your preferred configurations for Streets A, B, D and E?
 5. What are your thoughts on the linear stormwater feature (Plan 1 Street D)?
 6. Should Block A be considered for residential uses?

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

City of Hamilton/ Pier 7 & 8 Urban Design Study

BrookMcIlroy/

STAKEHOLDER DISCUSSION, DEC 9, 2015 - In groups please provide feedback on the questions below.

1. What is the preferred character / uses for the new linear park along the waterfront?

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

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

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

5. Should Block A be considered for residential uses?

6. Is there support for retaining some of existing warehouse buildings?



Hamilton

City of Hamilton
Piers 7 & 8 Urban Design Study

Open House #4 Material
May 02, 2016

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Introduction	1
Open House Material	2

City of Hamilton Piers 7 & 8 Urban Design Study

Public Meeting #4 Materials - May 02, 2016

Introduction

As part of the City of Hamilton's Piers 7 + 8 Urban Design Study, the City of Hamilton, in partnership with consulting firm Brook Mclroy hosted a Public Open House to present the Pier 7 + 8 Urban Design Study and answer questions about the study's final recommendations.

The Public Meeting was schedule to occur on:

Monday, May 02, 2016

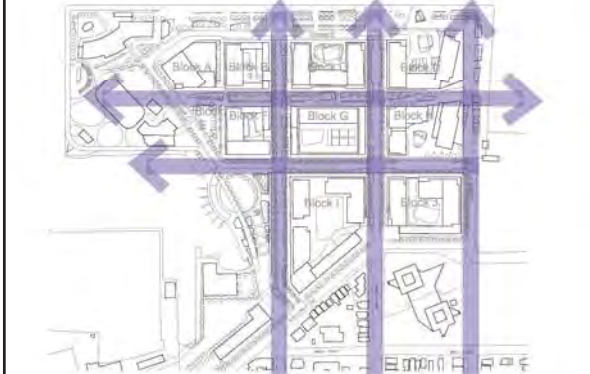
Waterfront Banquet and Conference Centre
Waterview Room
555 Bay Street North



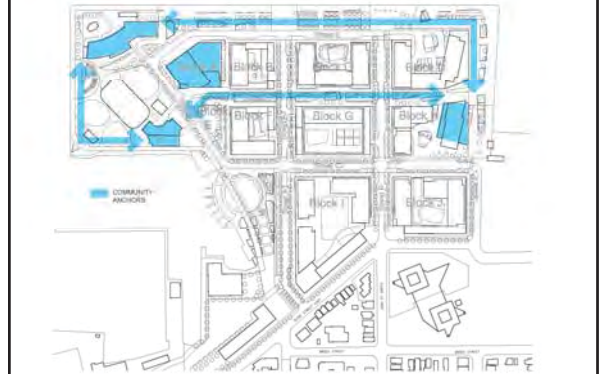


Presentation
Open House Boards

PLAN STRUCTURE – VIEWS AND VISTAS



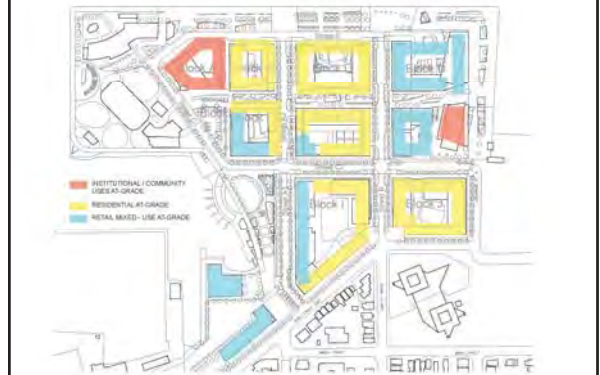
PLAN STRUCTURE – DESTINATIONS



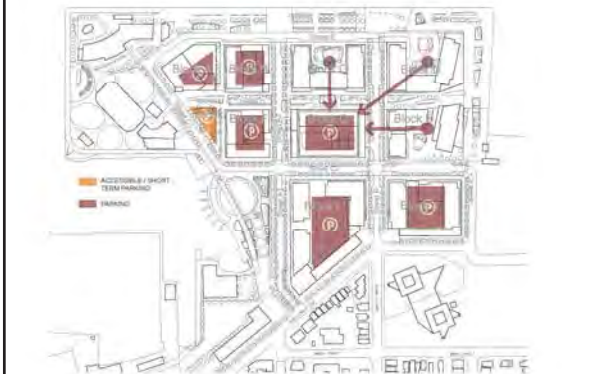
PLAN STRUCTURE – CIRCULATION



PLAN STRUCTURE – GROUND FLOOR



PLAN STRUCTURE – PARKING

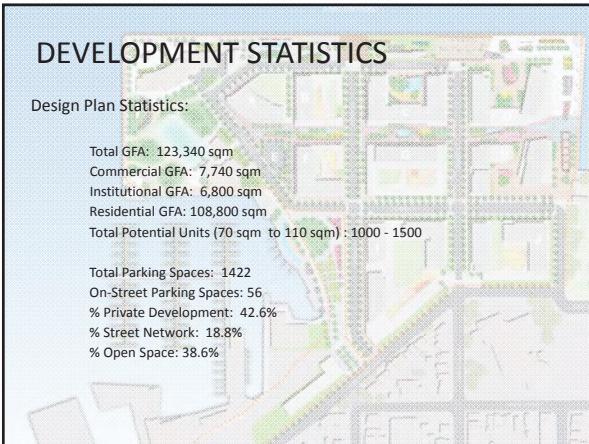


DEVELOPMENT STATISTICS

Design Plan Statistics:

Total GFA: 123,340 sqm
 Commercial GFA: 7,740 sqm
 Institutional GFA: 6,800 sqm
 Residential GFA: 108,800 sqm
 Total Potential Units (70 sqm to 110 sqm) : 1000 - 1500

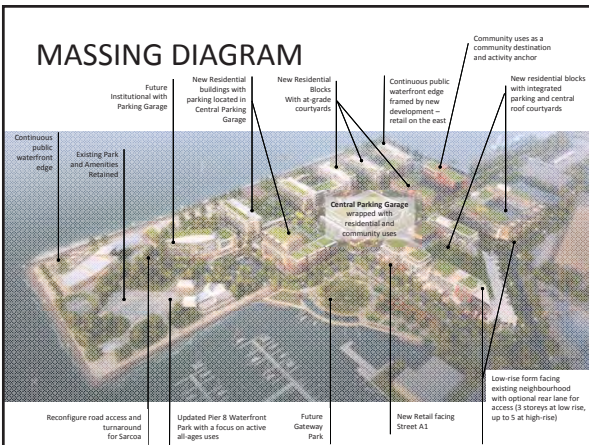
Total Parking Spaces: 1422
 On-Street Parking Spaces: 56
 % Private Development: 42.6%
 % Street Network: 18.8%
 % Open Space: 38.6%



VISUALIZATION – LOOKING NORTHEAST



MASSING DIAGRAM



VISUALIZATION – LOOKING WEST



CORE COMMUNITY GUIDELINES

- Open Space
- Character and Design
- Infrastructure and Sustainability
- Street Design
- Parking
- Building Design and Character



OPENSACES





Next Steps

- Present to the Waterfront Development Sub-Committee – May 5, 2016
- Present to Planning Committee - May 17, 2016

01 WELCOME AND INTRODUCTION

STUDY OVERVIEW

In Winter 2015, the City of Hamilton retained Brook McIlroy to undertake an Urban Design Study for Piers 7 + 8. This study is a requirement of the West Harbour (Setting Sail) Secondary Plan. Setting Sail has set out the land uses and densities for the area, and requires the Urban Design Study to determine the appropriate height, massing and character of buildings and public spaces.

The study contains three phases:

- Phase one is related to background research and analysis and the preparation of specific development concepts for Pier 8.

- Phase two focuses on the development of urban design guidelines to support a preferred development concept and guide future development.

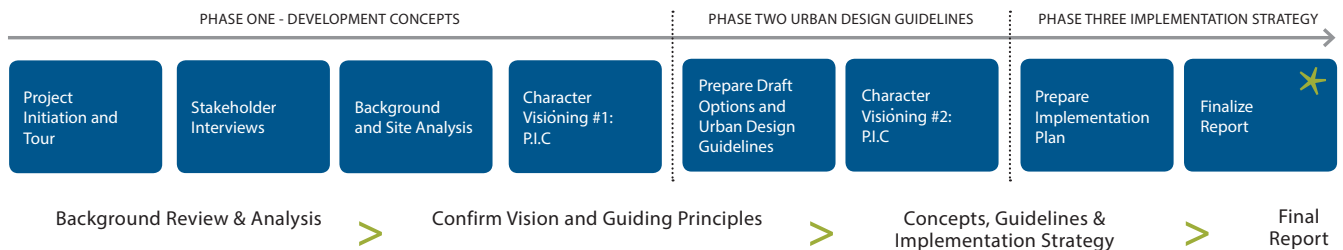
- Phase three includes the preparation of a final report that summarizes the process, documents the input, and provides a rationale for the recommendations and implementation plan.

The findings of this study will clearly articulate the intended character of development and how it will fit into the broader West Harbour context.

STUDY AREA



PROJECT PHASES



02 POLICY OVERVIEW

GUIDING DOCUMENT SUMMARY

Outlined on this board are the key documents that will shape the recommendations of the Urban Design Study and influence the redevelopment of the Pier 7 + 8 Study Area. Other significant studies and plans that will influence the visioning for area include:

- West Harbour Transportation Master Plan (2005);
- Transit-Oriented Development Guidelines for Hamilton (2010);
- Public Art Master Plan (2008); and
- Urban Hamilton Official Plan (2009).

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

Setting Sail is a comprehensive plan for the West Harbour, including the entire Pier 7 + 8 Study Area. It identifies objectives to:

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

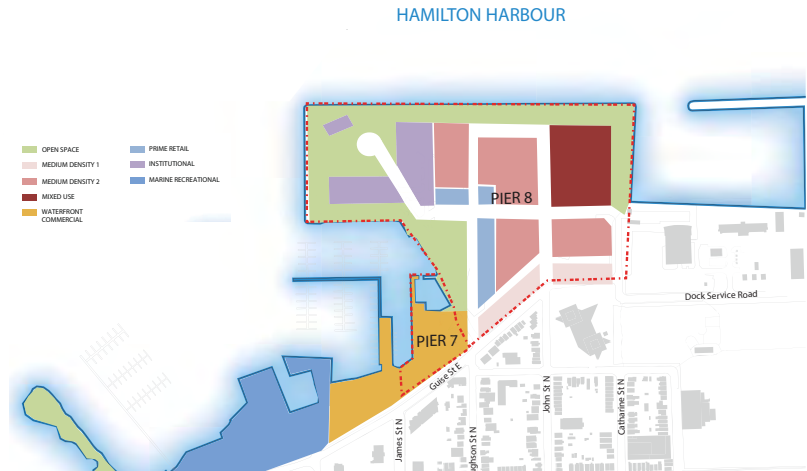
Setting Sail identifies land use designations, minimum and maximum heights, key new potential connections, views, trail extensions and streetscape initiatives. It is complemented by the Waterfront Recreation Master Plan and West Harbour Transportation Master Plan.

2. North End Traffic Management Plan (2007)

The City of Hamilton conducted a traffic management study for the North End Neighbourhood to identify and resolve neighbourhood traffic and transportation issues through the application of traffic calming measures. These measures include curb extensions, lane narrowing, turn restrictions and a 30km/hr speed limit.

3. West Harbour Waterfront Recreation Master Plan (2010)

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



The Setting Sail Secondary Plan defines the uses, heights, and density for Piers 7 + 8. A plan of the permitted uses is shown above.



The North End Traffic Management Plan, shown above, is a traffic management study that defines how vehicular traffic moves in and around the North End Neighbourhood.



Harbour West Concept Plan

The West Harbour Waterfront Recreation Master Plan provides guidance on creating a visually unified harbourfront for the area. The Harbour West Concept Plan is shown above.

03 PIER 7 + 8 KEY DIRECTIONS

CONSULTATION FEEDBACK

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

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



Pier 7 + 8 GUIDING PRINCIPLES

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

1. A mix of uses to support a diverse and vibrant community



3. A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving



5. A variety of public spaces for active and passive recreation on the waterfront



2. Environmentally sustainable landscapes and architecture designs to create a low impact community footprint



4. A fixed street and park network that creates a variety of development blocks

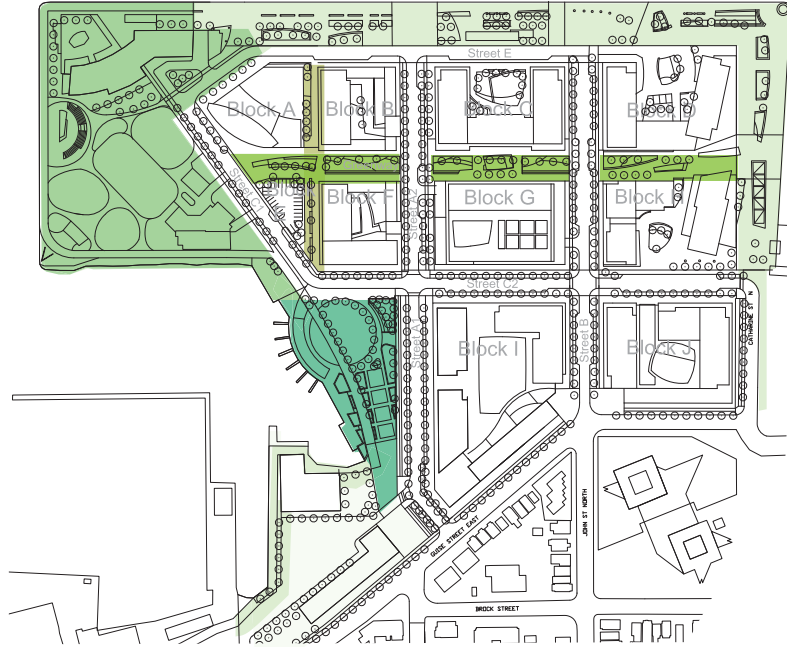


6. An architecture that is varied, contemporary and compatible with the surrounding areas



7. Marine and industrial elements in the landscape or architectural designs to acknowledge the area's history

04 KEY PUBLIC REALM PRINCIPLES



General Park Design - There are three key open spaces in Pier 7 + 8, including the Gateway Park, the Greenway and the Waterfront Park (see diagram below). Each area will be defined by their unique character and siting while maintaining a cohesive area wide circulation pattern.

Cohesion and continuity of experience within each open space will be created through the coordination of design themes, choice of materials, scale of structures, street furniture, signage and other elements. All open spaces will include a mix of naturalized and formally designed areas and will have a strong focus for formal/informal gathering spaces and passive/active programming.

- Waterfront Park (Future Corridor)
- Waterfront Park (Existing)
- Linear Greenway
- Gateway Park
- Mid-block Connection



Waterfront Park (future corridor) - This area will be divided into a series of active and passive program areas. These areas can include tables, seating areas, open spaces for exercise classes, sand beaches, playgrounds, patios, etc.



Waterfront Park (existing) - The Existing Recreational Park area is part of the Waterfront Park. It includes the winter and summer skate area, William's Coffee Pub, Sarcoa Restaurant and a large grassed area.



Gateway Park - 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.



Mid-Block Connections - Mid-block connections are important to maintain access between changes in land-uses or to link open spaces and should be provided between buildings.



The Greenway - A combination of rain garden, bio-swales and dry ponds will be integrated into the design of the Greenway. The area will incorporate planting that is supportive of local insects and appropriate wildlife, including butterflies, birds and bees.

05 KEY PRIVATE REALM PRINCIPLES

Urban Design Guidelines have been prepared to guide development at the Piers. Outlined below are a summary of the key principles to provide guidance for implementation:



Architectural Character: The architecture of the community should be modern, diverse and precedent setting. New buildings will embody design excellence through contemporary architecture.



Sustainability: Sustainable design measures that lower the overall impacts of development should be considered. These include on-site water control and re-use, green roofs, locally sourced materials, alternate energy sources, etc.



Active Ground Floor: All buildings should have active ground floors with windows, entrances and landscaping.



Building Setbacks: Taller buildings (above 6 Storeys) will step back after the 4-5 floor.



Entrances: Residential streets will be framed by entrances to ground floor units.



Front Yard Setback: Residential buildings are setback from the property line by 3m to allow for front yards, patios or landscaping.



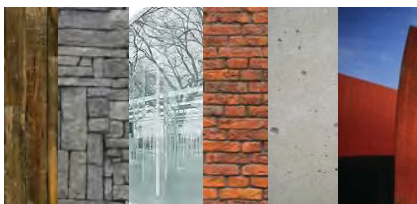
Ground Floor Level: Residential development should be raised a minimum of 600mm above the street to provide an appropriate transition between public and private areas.



Building heights: Maximum building heights are to be implemented as per the West Harbour (Setting Sail) Secondary Plan (4-8 Storeys)



Façade Design and Articulation: New developments should be designed to support the particular functions of the street through well articulated and appropriately scaled facades. Blank facades will not be permitted.



Exterior Building Material: The use of high quality and appropriate exterior building materials such as brick, wood, metal, stone, glass, and concrete is recommended. Simulated stone, brick, wood and vinyl, mirrored glass and stucco should be avoided.



Structured Parking: Future parking structures should be wrapped by non-parking uses (such as retail, office commercial, residential and/or public facilities) to ensure an active facade.



Access and circulation: Parking and loading access should be located in the least prominent areas with an effort to minimize interruptions to pedestrian and cyclists.

06 PROPOSED STREETScape DESIGNS

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

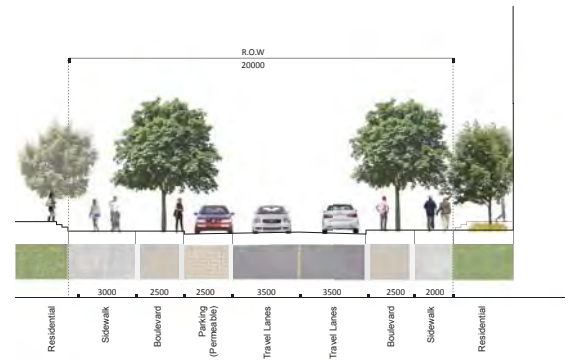
- All streets will be designed with a priority on pedestrian circulation as well as cycling where appropriate.
- Where dedicated bike lanes are identified around the perimeter of Pier 8, they will be separated from automobile traffic.
- Streetscape designs will incorporate continuous tree-lined boulevards that safely separate pedestrian and automobile traffic. Tree health can be encouraged with the use of soil cells and tree trenches.
- 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



Diagram showing recommended block structure



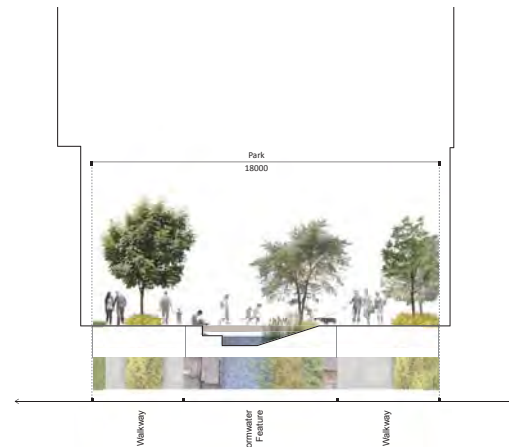
Streets A1 and C1 - Park Corridor: Retail Street Facing The Gateway Park



Street A2, B and C2 - Residential Street

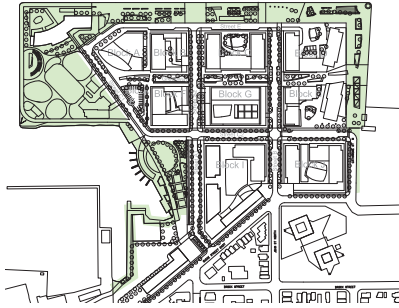


Street E - Single Sided Residential Street along The Pier

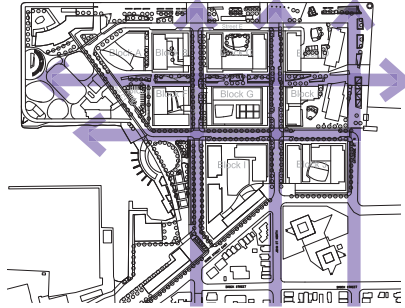


The Greenway - Pedestrian + Cyclist + Stormwater Street

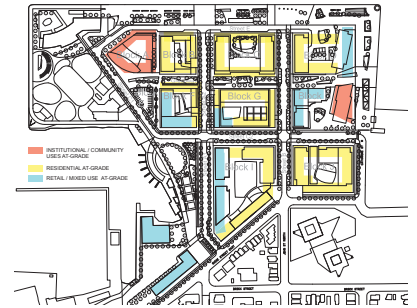
07 DEMONSTRATION PLAN



1. A Community Framed by Open Spaces



2. Clear Views to the Water



3. Streets Framed by Active Uses on the Ground Floor



Proposed Community Structure

- | | |
|---|---|
| 1. Waterfront Park (Future Corridor) | 6. Marina Expansion |
| 2. Waterfront Park (Existing) | 7. Institutional Building |
| 3. Gateway Park | 8. Residential Building |
| 4. The Greenway (Storm Water Garden and pedestrian walkway) | 9. Mixed-Use Building with Central Public Parking Structure |
| 5. Green Roofs (Throughout as shown) | 10. Mixed - Use Building with |

- | |
|--|
| 11. Community Plaza |
| 12. Continuous Waterfront Cycling and Pedestrian Trail |
| 13. Mid-block Connection |
| 14. Pump Station and Park Pavilion |

Future Programming Considerations

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

Existing Area Features

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

08 COMMUNITY VISUALIZATIONS



VIEW LOOKING NORTH - EAST



VIEW LOOKING WEST

09 OPEN SPACE PROGRAMMING

Play Ground / Water Feature



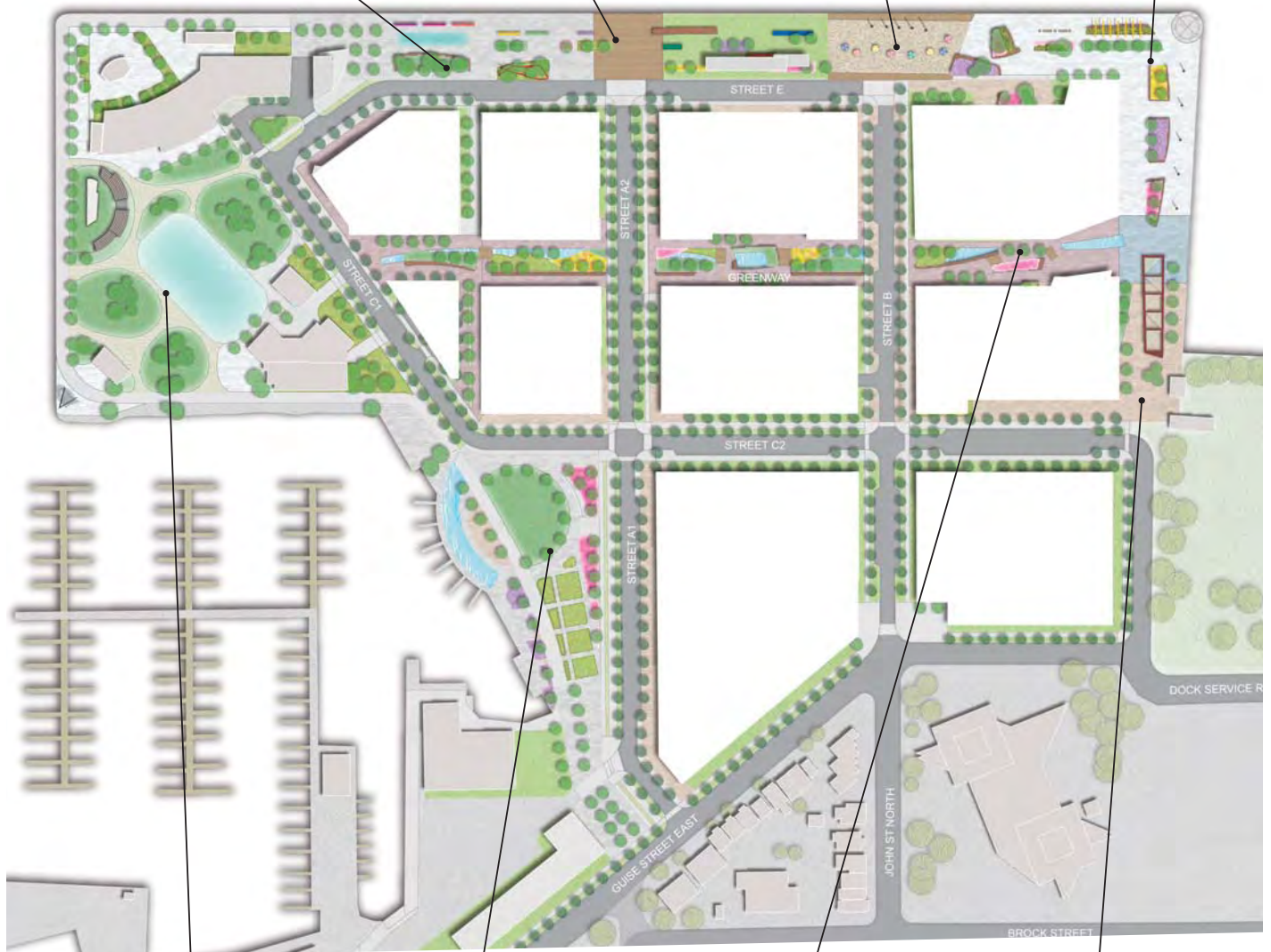
Plaza space at each view terminus



Beach Area



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



Skate Park



A mix of seating and plaza spaces



Pedestrian and Cycling on the Greenway



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

10 PROPOSED PHASING

Phase 1

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

	Land Use	Res. GFA (sqm)	Unit Range	Commercial GFA (sqm)	Institutional GFA(sqsm)	Parking
Block I	Mixed-use	18,000	179-247	4800		344
Block J	Residential	20,000	184-279			220
Total		38,000	374-627	4,800		564



Phase 2

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

PHASE 2

	Land Use	Res. GFA (sqm)	Unit Range	Commercial GFA (sqm)	Institutional GFA(sqsm)	Parking
Block F	Mixed-use	9000	98-122	340		88
Block G	Garage	3,300	36-43	500		640
Block H	Mixed-use	13,000	123-184	1500		
Total		25,300	257-249	2340		728



Phase 3

The final phase could see the full build-out of the community with the completion of Blocks A, B, C, and D. Prior to the construction of Block A, the City will need to determine their preferred use for the block (institutional, residential or park). This would be considered through a detailed needs assessment for new City facilities and could also include consultation with other institutional groups, including federal and provincial governments, universities and colleges.

PHASE 3

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

