



**CITY OF HAMILTON**  
**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT**  
Planning Division

<b>TO:</b>	Chair and Members Planning Committee
<b>COMMITTEE DATE:</b>	May 17, 2016
<b>SUBJECT/REPORT NO:</b>	Piers 7 and 8 Urban Design Study (PED16112) (Ward 2)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Alan Waterfield Senior Planner 905-546-2424 Ext. 1251  Steve Robichaud Director of Planning and Chief Planner
<b>SUBMITTED BY:</b>	Jason Thorne General Manager Planning and Economic Development Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

That the Piers 7 and 8 Urban Design Study, attached as Appendix “B” to Report PED16112, be adopted and used to guide and evaluate future development applications and infrastructure / public realm improvements in the study area.

**NOTE:** Due to the size and bulk of the Piers 7 and 8 Urban Design Study, a hard copy of the full report will be available for viewing in the Office of the City Clerk, 71 Main Street West, 1<sup>st</sup> Floor, Hamilton and on the City’s website at: <http://www.hamilton.ca/westharbour>.

### EXECUTIVE SUMMARY

Piers 7 and 8 are City-owned lands located within the West Harbour Secondary Plan Area known as “Setting Sail”. The Secondary Plan establishes the land use vision and policies to guide future development throughout the West Harbour, and provides direction for implementing that vision on Piers 7 and 8 by requiring the completion of an urban design study. The Secondary Plan provides the framework for the land uses and building heights within the study area and requires the study “to determine the appropriate height, massing and character of new buildings and the appropriate physical relationship between buildings and public open spaces.”

The City retained Brook McIlroy, a consulting firm, to conduct the urban design study. The study takes the framework outlined by the Secondary Plan and illustrates the “look and feel” of this new community, translating Setting Sail Policy text in a visual way to help guide the future development process. Recommendations pertaining to matters such as character, massing, sustainability, circulation, accessibility and programming have been developed through consultation with the community. The urban design guidelines contained in the study will influence other initiatives related to future development of Pier 8, including updated zoning by-law regulations, a draft plan of subdivision, and the West Harbour real estate disposition process. The development concept and renderings contained within the study are not necessarily pictures of the actual buildings that will be constructed. Rather, the study and urban design guidelines serve as the design, form and functional benchmark to which future development applications (e.g. site plans) in the study area will be evaluated.

The Concept Plan, attached as Appendix “A” to Report PED16112, envisions a compact, urban community that provides a mix of uses including residential, commercial, institutional and open space, with buildings ranging from three to eight storeys in accordance with Secondary Plan. Public access to the water’s edge around the entire development is maintained and enhanced. Active transportation and accessible and sustainable development concepts are also incorporated into the design.

The primary focus of the study’s design work is on Pier 8, recommending a preferred community character and structure for the redevelopment of Pier 8 and to ensure Pier 8 will have an appropriate relationship to future development on Pier 7. More detailed design guidance is provided in the West Harbour Waterfront Recreation Master Plan for Pier 7, where programmable outdoor plaza space with three to four storey mixed-use buildings featuring specialty retail and restaurants with residential above are proposed. The buildings on Pier 7 are subject to the urban design guidelines contained in the Waterfront Recreation Master Plan.

***Alternatives for Consideration – Not Applicable***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: N/A

Staffing: N/A

Legal: N/A

**HISTORICAL BACKGROUND**

The West Harbour (Setting Sail) Secondary Plan was adopted by Council in March 2005 and came into effect by way of an Ontario Municipal Board (OMB) decision on December 27, 2012. Setting Sail is a comprehensive land use plan for the West Harbour area, bound by Wellington Street to the east, Cannon Street to the south, York

Boulevard to the west, and Hamilton Harbour to the north. It establishes the planning principles, land use designations and policies that guide development throughout the West Harbour area.

The Secondary Plan places emphasis on three “Areas of Major Change”: the Waterfront; the area south of the Canadian National rail yard to the west of Bay Street (Barton-Tiffany); and, the former industrial lands along Ferguson Avenue (Ferguson-Wellington Corridor). In regards to the Waterfront, the Secondary Plan was the first of many planning initiatives to build on the success of Bayfront Park, Pier 4 Park and the Waterfront Trail that began to open up public access to the water.

The Secondary planning process commenced after the October 2000 agreement between the City and the Hamilton Port Authority (HPA) that conveyed ownership of the majority of Piers 1, 2 and 5–8 to the City, subject to leases which allowed the HPA to continue to use Piers 6, 7 and 8. The City subsequently negotiated the early termination of the leases in 2013 and entered into a Marina Management Agreement with the HPA in 2014 for the operation and maintenance of the City-owned marina located within the Main Basin at Piers 6 and 7. In July 2015, the Federal government announced the transfer of the Parks Canada land on Pier 8 (including the former Discovery Centre) to the City. The City is now the owner of the Waterfront lands from Bayfront Park to Pier 8.

Other key initiatives related to the future development of Piers 7 and 8 have included the following:

- The Hamilton West Harbour Waterfront Recreation Master Plan was prepared and received by Council in May 2010, covering the Waterfront from Bayfront Park to Pier 7;
- Council approval of the Official Plan Amendment (OPA 233) and Zoning By-law for Piers 6 and 7, which amended the West Harbour Secondary Plan where necessary in order to implement the Waterfront Recreation Master Plan;
- Phased implementation of the North End Traffic Management Plan, allowing for a series of traffic-calming measures to mitigate the impacts of flow-through traffic in the North End neighbourhood;
- Approval of the Class Environmental Assessment (Class EA) for a new sanitary pumping station to be located on Pier 8, a vital infrastructure project required to bring the lands to a state of development-ready;
- Detailed design and ongoing construction of the Pier 7 shoreline and transient docks; and,
- Waterfront and Piers 7 and 8 Transportation and Parking Study.

Brook McIlroy was retained in December 2014 to conduct the Piers 7 and 8 Urban Design Study.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

### **West Harbour (Setting Sail) Secondary Plan**

Piers 7 and 8 are part of the broader West Harbour waterfront for which the Secondary Plan provides the following Waterfront vision:

“A.6.3.5.1.1 Development and improvements in the Waterfront shall help realize the City’s vision of a waterfront that:

- i) is beautiful, publicly-accessible and inviting;
- ii) promotes a healthy world class harbour;
- iii) offers a variety of attractions to Hamilton residents and visitors;
- iv) facilitates active and passive enjoyment of the harbour;
- v) contains a variety of linked open spaces at the water’s edge, including parks, trails, promenades and plazas;
- vi) enhances recreational boating opportunities;
- vii) accommodates waterfront-appropriate commercial amenities;
- viii) accommodates new residential neighbourhoods;
- ix) is active throughout the day, the week and the year;
- x) enhances adjacent neighbourhoods and complements the vision for Downtown;
- xi) extends the existing grid pattern of streets in West Harbour; and,
- xii) displays pride in the city’s heritage and excellence in design.”

More specific to the Piers 7 and 8 Urban Design Study, the Secondary Plan policies have determined that the study area will be a medium density, mixed use neighbourhood surrounded by open space that maintains public access to the Waterfront:

“A.6.3.5.1.7 Piers 6 - 8 will be the focus of physical improvements and development that combine new civic spaces and promenades with residential, cultural and mixed-use buildings to establish over time a series of linked destinations and a distinct, urban waterfront neighbourhood.”

The Piers 7 and 8 Urban Design Study is an implementation initiative required to guide development in the study area in accordance with the vision, as well as the land use and design principles and policies contained in the Secondary Plan. The Secondary Plan outlines the primary intent of the study and various items for the study process to consider in Policy A.6.3.8.9.4:

“A.6.3.8.9.4 The City shall initiate and complete an urban design study of Piers 7 - 8 to determine the appropriate height, massing and character of new buildings and the appropriate physical relationship between buildings and public open spaces. The primary intent of the study will be to refine the maximum building envelopes established by this Plan based on an

analysis of public views to the harbour, sunlight penetration, privacy and wind conditions. The study shall include a process of public consultation and shall be completed prior to the adoption of new development and Zoning By-law Amendments for Piers 7 - 8. If the urban design study recommends building heights greater than the maximum heights identified on Schedule "M-4", an amendment to this Plan shall be required."

The Secondary Plan's general urban design principles for West Harbour relevant to the study area are as follows:

"A.6.3.3.4.1 New development, redevelopment and alterations to existing buildings in West Harbour shall respect, complement and enhance the best attributes of West Harbour and shall adhere to the following urban design principles:

- i) Create a comfortable and interesting pedestrian environment;
- ii) Respect the design, scale, massing, setbacks, height and use of neighbouring buildings, existing and anticipated by this plan;
- iii) Generally locate surface parking at the rear or side of buildings;
- iv) Provide main entrances and windows on the street-facing walls of buildings, with entrances at grade level; and,
- v) Ensure barrier-free access from grade level in commercial mixed use developments."

The guiding policy framework includes the following land use designations applied to Pier 8, which include further design-related direction:

*Medium Density Residential 1:*

- Multiple dwellings (apartments)
- Building heights ranging from three to five storeys
- Front yard setbacks shall be generally consistent with the setbacks of adjacent buildings
- Parking areas generally shall be provided at the rear of sites or underground, with access from public streets or laneways
- Private amenity space is to be provided on balconies and terraces and / or within internal courtyards

*Medium Density Residential 2:*

- Multiple dwellings (apartments)
- Building heights ranging from four to eight storeys
- Front yard setbacks shall be generally consistent with the setbacks of adjacent buildings

- Parking areas shall be provided at the rear of sites, underground and / or in above-grade structures, with access from public streets or laneways
- Above-grade parking structures shall be located within buildings and fronted on all levels by residential uses
- Private amenity space is to be provided on balconies and terraces and / or within internal courtyards

*Mixed Use:*

- Multiple dwellings (apartments), with or without institutional uses of a cultural nature on the ground or lower floors, in buildings up to six storeys
- Institutional uses of a cultural nature, such as museums and galleries
- Ground floor commercial uses ancillary to a cultural use, such as a restaurant or retail store, provided they occupy no more than 20% of the total non-residential floor area
- Building heights ranging from four to six storeys
- Buildings shall be generally built to the front property line
- Parking areas shall be provided underground and / or in above-grade structures
- Above-grade parking structures shall be located within buildings and fronted on all levels by commercial, cultural or residential uses
- Private amenity space is to be provided on balconies and terraces and / or within internal courtyards

*Prime Retail:*

- Multiple dwellings (apartments, on upper floors)
- Ground floor, street-related commercial (retail stores, restaurants, business and personal services and professional offices) and / or community (schools, daycare, libraries, churches) uses are required on the street-facing portion of the ground floor
- Building heights ranging from four to six storeys
- Buildings generally shall be built close to or at the front property line to maintain a consistent street wall subject to the development satisfying sightline requirements entering the public road allowance
- Parking areas shall be provided at the rear of sites, with access from public streets or laneways

*Institutional:*

- Institutional uses such as museums, places of worship and social services, hospitals, nursing homes, schools, day cares, libraries
- Building heights ranging from two to four storeys
- Parking areas shall be provided at the rear of sites, underground and / or in above-grade structures behind buildings

*Open Space:*

- Parks, squares, trails, public art, indoor and outdoor recreational facilities, recreational equipment rental and maintenance facilities

- Accessory restaurants, cafés, and food and beverage vendors provided such uses are small-scale and not greater than two storeys, and in totality do not occupy more than 1,500 sq m

The *Waterfront Commercial* Designation applied to Pier 7 permits small-scale specialty commercial uses and commercial uses ancillary to marine recreational uses, upper floor waterfront-related office uses facing Guise Street, upper floor residential uses, and transient or visitor docks. Maximum building height is three storeys on Guise Street and four storeys on the waterfront side to accommodate changes in elevation, also reflected in the Waterfront Recreation Master Plan.

In addition, one hotel is permitted on Piers 7 and 8.

The following Secondary Plan policies establish the grid street pattern (Policy A.6.3.5.1.10) reflected in the urban design study concept plan and elements to create a comfortable pedestrian environment along the future streets (Policy A.6.3.3.2.8):

“A.6.3.5.1.10 Development of Pier 8 shall extend and refine the existing grid of streets and blocks, as indicated on Schedule “M-2”. The precise location of new streets shall be determined in Plans of Subdivision but shall generally conform with the street pattern in Schedule “M-2”.

A.6.3.3.2.8 The following should be used to help ensure all streets provide a safe and comfortable pedestrian environment: appropriately-designed sidewalks, Urban Braille, landscaping, special lighting, seating areas, transit shelters, signage system and other amenities.”

The following Secondary Plan policies establish the open space network reflected in the urban design study concept plan:

“A.6.3.5.1.11 The City will initiate, in conjunction with development on Pier 8, the design and construction of a civic plaza or park. The design and programming of the space shall encourage year-round public use.

A.6.3.5.1.21 The City and the Federal Government, in consultation with the Hamilton Port Authority, shall undertake to provide continuous public open space around Pier 8, approximately 30 m wide and including a water’s edge promenade.”

In accordance with Policy A.6.3.3.2.13, the parks and open spaces on Piers 7 and 8 will become part of a comprehensive network of public open spaces along the West Harbour waterfront.

The Secondary Plan contains environmental policies regarding sustainability measures to incorporate into development in the West Harbour:

- “A.6.3.4.1.2 The design and construction of new development and redevelopment shall incorporate best practices and appropriate building technology to minimize energy consumption, conserve water, reduce waste and improve air quality.
- A.6.3.4.1.3 New development and redevelopment shall be encouraged to incorporate rooftop terraces, greenwalls, rooftop gardens and/or other green technologies to improve micro-climatic conditions, energy efficiency, air quality and for stormwater management.
- A.6.3.4.1.4 To reduce energy consumption and improve air quality, a balanced transportation network for automobiles, public transit, bicycles, and pedestrians, including efficient routes for walking and cycling, shall be provided and promoted in West Harbour.”

The aforementioned policies provided the framework and direction for the development of design concepts in the Pier 7 and 8 Urban Design Study. The concepts were also developed with consideration to the eight planning principles contained in the West Harbour Secondary Plan, which were used to evaluate the Urban Design Study in the Analysis and Rationale Section of Report PED16112.

## **RELEVANT CONSULTATION**

In accordance with the West Harbour Secondary Plan, the Piers 7 and 8 Urban Design Study included a “process of public consultation” (Policy A.6.3.8.9.4). Five consultation events including two public workshops occurred during the study process. A record of the workshop materials is provided in an Appendix to the Urban Design Study. Residents and other stakeholders, City staff and the Design Review Panel were consulted at various stages of the study, as summarized below.

### Study Initiation Meetings

At the beginning of the study process, the consultants met with various people that are familiar with the study area, live nearby, or represent a group that has interest in the study area. In addition to visiting the study area, a series of meetings were held on Monday, March 2, 2015 at Hamilton City Hall with various stakeholder groups including local neighbourhood association representatives and others with specific interest in the study area including the Hamilton Waterfront Trust, Hamilton Port Authority, Hamilton Conservation Authority, the Navy League and Brewers Marine. The intent of these meetings was to provide stakeholders with an opportunity to share issues and concerns with the project consultants early in the process.



Public Meetings and Workshops

The first public workshop was held on May 12, 2015 at the Waterfront Banquet Centre on Pier 5. The workshop included round table discussions that focused on identifying and describing desirable design characteristics for future buildings and open spaces. Design precedent images of other waterfronts were provided to facilitate discussions, so that participants could share their own design preferences, and also identify in the examples any undesirable features that they would not want to see on Hamilton's waterfront. The suggestions and feedback of residents and other stakeholders informed the development of design options that were to be presented and discussed at future meetings. Based on the input received, it was apparent that a diversity in building design and form is important; sustainable, green design elements are desirable; the design should be accommodating to everyone, from children to seniors; and the landscape treatment of public and private spaces should include soft landscaping and trees, in addition to hard surface walking trails, pathways and cycling routes.

Another meeting about the Urban Design Study was held on October 29, 2015 as part of the West Harbour Community Conversation Meeting at the community storefront at 294 James Street North. Two draft detailed design concepts with options for buildings, streets, parks and trails were presented and discussed at this meeting. The second public workshop was held on December 9, 2015, to discuss again the detailed design options. Feedback from the previous meeting was noted, including for example, preference for the option of one of the proposed streets to be a greenway with a stormwater feature, and that the roundabout option at John Street and Guise Street was generally not supported. This public workshop was also held at the community storefront at 294 James Street North and included a presentation from IBI Group representatives about the ongoing Waterfront and Piers 7 and 8 Transportation and Parking Study.

At the March 31, 2016 West Harbour Community Conversation Meeting held at Liuna Station, City staff provided a brief study overview as part of a broader conversation on a community-initiated vision statement for the West Harbour area. The vision statement is comprised of the eight planning principles contained in the West Harbour Secondary Plan and additional elements and policy references relating to accessibility and affordability. Meeting participants worked in groups to identify which principles and elements are most applicable to development on Pier 8. The feedback provided to staff was reviewed to double-check that the Piers 7 and 8 Urban Design Study addresses the vision where appropriate.

At the time of preparation of this Report, two additional meetings have been scheduled at which time it is planned to present and explain the recommended design concept and Urban Design Study Report:

- a community meeting on May 2, 2016 at the Waterfront Banquet Centre; and,
- the May 5 meeting of Council's West Harbour Development Sub-committee.

### Technical Advisory Group

A Technical Advisory Group comprised of City staff reviewed and commented on the study. The group provided technical analysis from the perspective of various disciplines and staff responsibilities, including planning, engineering, transportation and transit, community services, healthy living, parks, culture and recreation.

### Design Review Panel

The City's Design Review Panel was circulated the two draft development concepts for consideration at their meeting on November 12, 2015. A draft recommended concept plan and urban design guidelines were presented to the March 10, 2016 Design Review Panel Meeting. The panel members commented that the draft study is well organized and provides a clear framework for designing future development. They emphasized the importance of the public realm, including the open space promenade around Pier 8, and suggested that it would be advantageous to complete the public realm components in earlier phases of the overall redevelopment.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

The Concept Plan (attached as Appendix "A" to Report PED16112) illustrates the vision and guiding principles for the study area. It includes a mix of uses; complete streets; a defined public realm with a variety of public spaces for active and passive recreation; contemporary, non-uniform architecture that is compatible with surrounding areas; and, acknowledgement of cultural heritage through the use of marine and industrial elements in the landscape. The plan provides examples of how the development blocks could be built out while establishing a compact, sustainable community. Ultimately, the Concept Plan allows for a continuous open space along the waterfront that is accessible to the public. View corridors to the water are maintained. A public, walkable greenway providing a stormwater management corridor, and the promotion of green roofs are among the environmental features proposed.

### Land Uses

In keeping with the land use direction set out in Setting Sail, the Concept Plan accommodates a combination of residential, retail, office and institutional uses. Open space frames the entire length of the waterfront in Pier 7 and 8. Ground floor retail required along Streets A1 and C1 opposite the Gateway Park facilitate activity in the waterfront area.

### Building Heights

The Secondary Plan provides for a variety of building heights in the range of three to eight storeys. The urban design guidelines recommend that the taller buildings (i.e. six to eight storeys) step back or terrace the floors situated above the fourth or fifth storey, to minimize shadowing on the streets.

Relation to Setting Sail's Eight Planning Principles

Section A.6.3.2 of the West Harbour (Setting Sail) Secondary Plan describes eight planning principles. It states that “they provide important criteria against which future initiatives and proposals for the area will be evaluated to help ensure the broad public objectives for West Harbour are realized.” The Urban Design Study relates to the eight planning principles in the following ways:

*Environment – 1: Promote a healthy harbour*

- Presents a naturalized approach to managing storm water
- Establishes an expanded tree canopy with consistent tree planting along all streets and in open spaces to create an attractive pedestrian realm and reduce heat island effect
- Recommends green roofs

*Neighbourhood – 2: Strengthen existing neighbourhoods*

- Provides a diversity of land uses and open space on vacant, underutilized land
- Transitions building height from three storeys closest to existing low density residences at Guise Street, up to eight storeys within medium density development further into Pier 8

*Public Access – 3: Provide safe, continuous access along the water's edge*

- Provides a continuous, publicly-owned 30 m wide park / promenade
- Includes new transient dock at the Gateway Park

*Waterfront – 4: Create a diverse, balanced and animated waterfront*

- Provides a rhythm of residential and retail entrances to animate the streets
- Suggests a variety of public spaces with different activities and features along the waterfront promenade, including passive seating areas, public art or an urban beach, and more active artisan kiosks

*Connections – 5: Enhance physical and visual connections to the waterfront*

- Provides view terminus plazas at the end of streets to maintain views to the water
- Extends / enhances the waterfront trail, linking open spaces

*Transportation – 6: Promote a balanced transportation network*

- Promotes multi-modal travel, focused on pedestrians, cyclists and transit on complete streets, as well as separated walking and cycling trails
- Encourages on-street parking in addition to residential and commercial parking spaces hidden within structures behind other uses to ensure an active façade

*Culture – 7: Celebrate the City's heritage*

- Marine and industrial elements in the landscape or architectural designs acknowledge the area's history

- Elements of existing sheds could be retained / reused in a cultural plaza / artisan space

*Design – 8: Promote excellence in design*

- Promotes a mix of building heights and massing to provide a varied and interesting architectural character
- A series of linked open spaces provide opportunity for public art installations
- Provides a design checklist for use by designers, development proponents, City staff and the Design Review Panel

Parking

Parking concepts presented in the Urban Design Study show a combination of on-street parking and parking within structures located within the residential and mixed use buildings. The existing surface parking areas on Blocks A and E would remain as interim uses until those blocks are developed.

The provision of parking is a challenge on Pier 8 due to the high water table which limits the ability to dig deep underground without great cost. Blocks B, F, I and J, as shown on Appendix “A” to Report PED16112, accommodate parking on the ground and second floors within their respective blocks, hidden behind and beneath the buildings and centralized raised courtyards. The ground elevation sloping down from Guise Street to the north facilitates the embedded parking structures on Blocks I and J.

The Urban Design study proposes two parking alternatives for other blocks:

1. Centralized parking garage in Block G, serving Blocks C, D and H

A centralized parking garage is proposed in Block G, at the centre of Pier 8. This garage would provide residential parking for Blocks C, D, and H in addition to commercial and visitor parking. The concept plan proposes that Block G would be wrapped with residential and commercial uses on the ground and second levels, with architectural and / or vegetative screening of the upper level parking decks. This arrangement, if ultimately designed and developed in this manner, would require an Official Plan amendment. The majority of Block G is designated Medium Density Residential 2 for residential use, with the southwest corner designated Prime Retail where a commercial use is required at grade. In the Medium Density Residential 2 land use designations applicable to Block G, above-grade parking structures shall be located within buildings and fronted *on all levels* by residential uses (Policy A.6.3.3.1.14.viii)).

The provision of parking for Blocks C, D and H within Block G would enable Blocks C, D and H to be constructed with at-grade courtyards which would contribute to a more varied and interesting streetscape for those waterfront blocks adjacent to the open space promenade. It may also be determined to be more realistic design from a cost perspective.

2. Blocks C, D and H accommodate parking on-site

In the alternative parking option presented in the Urban Design Study, Blocks C, D and H would accommodate parking on-site instead of utilizing a centralized parking garage in Block G. In this option, the upper parking decks within Block G would be redistributed to Blocks C, D and H, and the remaining Block G parking decks situated on the ground and second levels would be hidden behind and beneath the buildings. An Official Plan amendment would not be required in this case.

The parking approach to be ultimately realized in the development of Pier 8 will be reviewed through the West Harbour real estate disposition process and future development applications.

Future density / number of units on Pier 8

Setting Sail does not provide a specific number of dwelling units that can be built on Pier 8. It establishes maximum height limits and density ranges to guide future development.

“A.6.3.3.1.5 Where there is a discrepancy between the maximum heights and density ranges in this plan when applied to specific sites, the maximum height limits shall prevail and be adhered to.”

Actual density will be contained in the future built form that results from the height / density regulations and design guidelines. The Urban Design Study indicates that the approximate number of units that could be accommodated on Pier 8 range from 1,000 to 1,500. The number of units will ultimately depend on the uses built (for example, the second floor of the Prime Retail designation could accommodate retail stores and personal services, or it could accommodate dwelling units); the location of underground / structured parking on-site; and, unit size. Unit size may vary depending on the market type and tenure of the unit. The parking standard for spaces required per unit to be established in the Zoning By-law, based on the findings of the Piers 7 and 8 Transportation and Parking Study will also impact the number of spaces within the building envelopes that can be provided to residential units and/or parking spaces.

Affordability

While the Urban Design Study promotes the development of an accessible, inclusive community, the specific question of where and how affordable housing might be provided is not part of the scope of an urban design study.

The following Secondary Plan policies provide direction that the provision of affordable housing be considered on City-owned properties in the West Harbour Secondary Plan area:

- “A.6.3.3.1.10 In the event of disposal of publicly owned lands located within West Harbour, Council will consider the desirability of developing such lands for affordable housing, and where appropriate, shall encourage the development of said lands for such housing as a priority.
- A.6.3.3.1.11 In developing city owned lands for residential purposes; Council may require that at least 25% of the gross area of such lands be provided in the form of affordable housing.
- A.6.3.8.3.1 The City of Hamilton will partner with the senior levels of government, the private sector and community-based housing providers to promote the development of the City-owned land in the West Harbour for affordable rental and homeownership opportunities through various programmatic initiatives.”

As part of the Real Estate Disposition Strategy, the issue of affordable housing on Piers 7 and 8 will be addressed.

The urban design guidelines contained in the study will influence future initiatives to implement the development of Pier 8, including updated Zoning By-law regulations, a draft plan of subdivision, and the real estate disposition process. The study will also serve as the form and functional benchmark to which future development applications (e.g. site plans) in the study area will be evaluated.

## **ALTERNATIVES FOR CONSIDERATION**

The completion of an Urban Design Study is a prerequisite to future development of the subject lands. If Council does not adopt the study, attached as Appendix “A” to Report PED16112, a new or revised study would be required. Additional funds would be required to extend the consulting contract. In addition, staff intend to bring draft plan of subdivision and rezoning applications forward to Planning Committee in Q3 2016. Further revisions to the Urban Design Study may result in a delay to the schedule to bring the lands to shovel-ready status by 2018.

## **ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN**

### **Strategic Priority #1**

A Prosperous & Healthy Community

*WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.*

## **Strategic Objectives**

- 1.1 Continue to grow the non-residential tax base.
- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
- 1.3 Promote economic opportunities with a focus on Hamilton's downtown core, all downtown areas and waterfronts.
  - (ix) Initiate development in the West Harbourfront and Waterfront

## **APPENDICES AND SCHEDULES ATTACHED**

- Appendix "A" - Piers 7 and 8 Urban Design Study Concept Plan  
Appendix "B" - Piers 7 and 8 Urban Design Study Report