

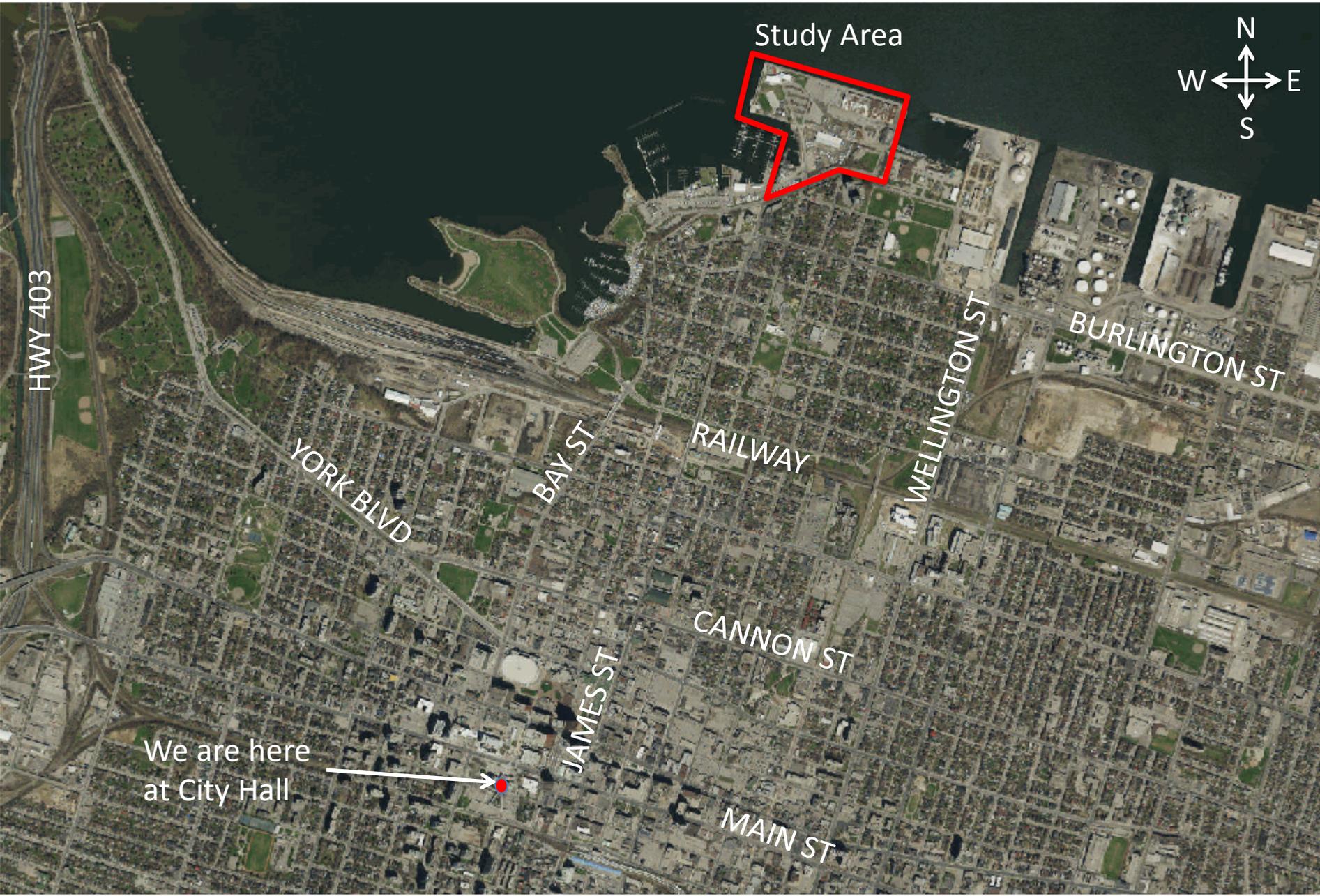
Pier 7 + 8

Urban Design Study

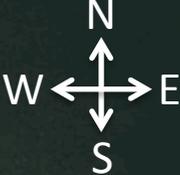
May 17, 2016 Presentation to Planning Committee



Alan Waterfield, City of Hamilton Planning and Economic Development Department
Jessica Hawes, Brook McIlroy



Study Area



HWY 403

YORK BLVD

BAY ST

RAILWAY

WELLINGTON ST

BURLINGTON ST

We are here
at City Hall

JAMES ST

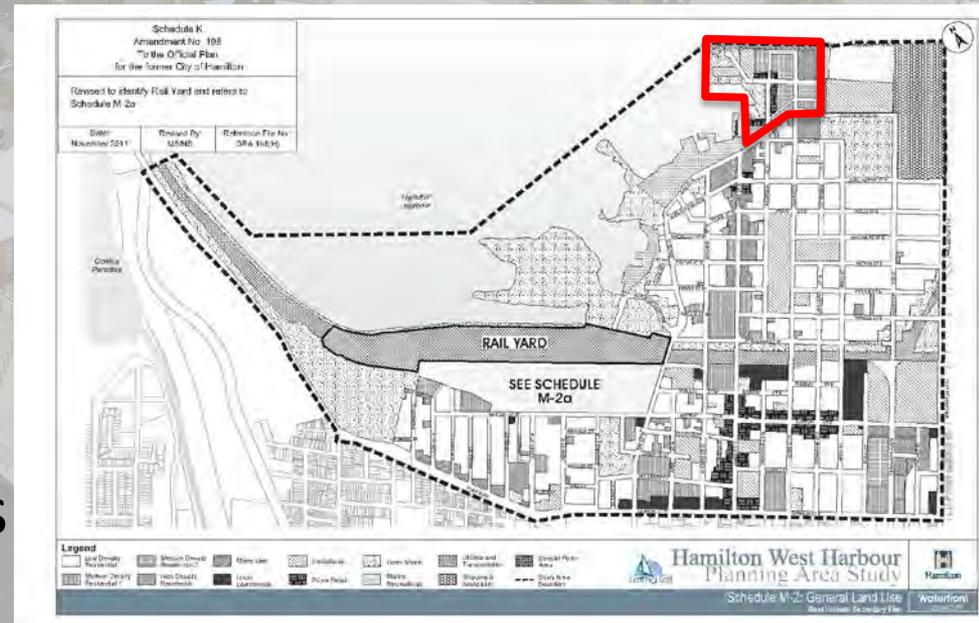
CANNON ST

MAIN ST

Background

Another milestone in the ongoing West Harbour Redevelopment process:

- Public access to the waterfront
 - Bayfront Park, Pier 4 Park, Waterfront Trust Centre
- West Harbour (Setting Sail) Secondary Plan
- Transportation Management Plan
- Servicing Studies
- Waterfront Recreation Master Plan
- Urban Design Guidelines



Background

Urban design – putting policy into pictures:

- Study guided by Secondary Plan policy, public consultation
- Concept plan demonstrates how the area could develop
- Establishes a form and functional benchmark for evaluating future development proposals
 - Study includes Design Guidelines and Checklist



Public Access

A.6.3.2.3 Provide safe, continuous public access along the water's edge

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

- Key development considerations in the plan include: *"an approximately 30 metre wide waterfront park along the edges of Pier 8, with a variety of activities, spaces and amenities."* (Report, page 26)
- *"Pier 7 + 8 are first and foremost public waterfront spaces for the entire Hamilton population. The creation of continuous public spaces along the edges of the Piers is a principle of the Secondary Plan and is reinforced in this urban design plan."* (Report, page 36)
- *"Pier 8 will have a continuous waterfront park with direct views to the Harbour..."* (Report, page 48; Appendix B, page 3)
- *"A continuous 6 metre wide multi-use trail should be included within the linear waterfront park. This trail includes separated cycling and walking areas (item #12 on Pages 28-29)."* (Report, page 50)
- *"Where dedicated bike lanes are identified around the perimeter of Pier 8, they will be separated from automobile traffic."* (Report, page 56)

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

- *"The development blocks are compact (maximum width of 90 m) and have a very walkable scale. Should multiple blocks be combined together, the community network of open spaces, and pedestrian/cycling connections recommended through this plan must be maintained."* (Appendix B, page 3)
- *"People of all ages and abilities should be accommodated in the design of the open spaces and buildings."* (Report, page 52; Appendix B, page 3)

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

- *"To celebrate the city's heritage and the area's marine heritage, it is recommended that the existing shoreline conditions on Pier 8 be maintained with the ability to moor large boats along the entire edge of the [Waterfront] park."* (Report, page 50)
- The transient docks providing public facilities for docking recreational boats are currently under construction as part of the Gateway Park shoreline reconstruction. Additional public boating facilities are provided further west along the West Harbour waterfront.

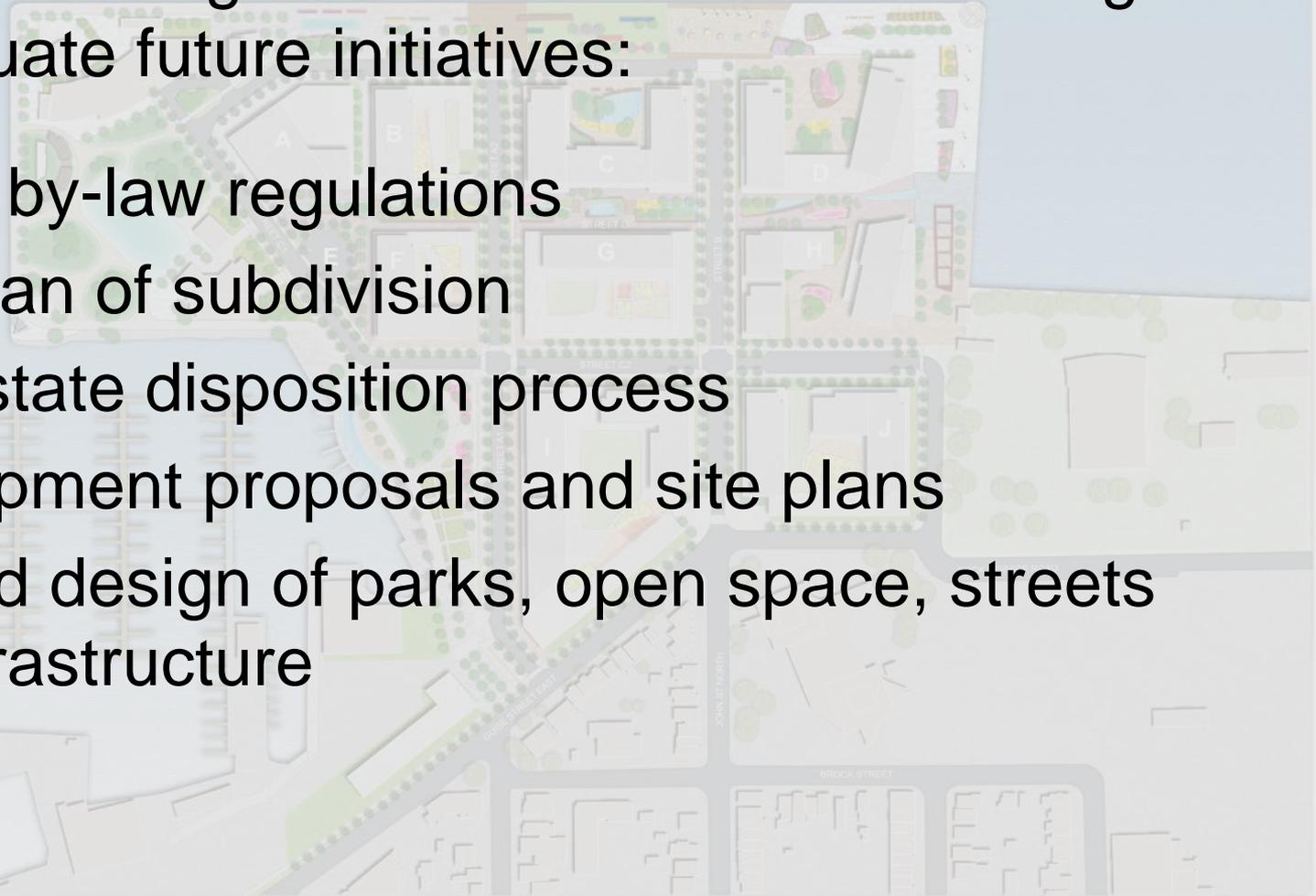
iv) The needs of recreational boating organizations for direct, safe and secure access to the harbour should be respected.

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

Future Steps

The Urban Design Guidelines will be used to guide and evaluate future initiatives:

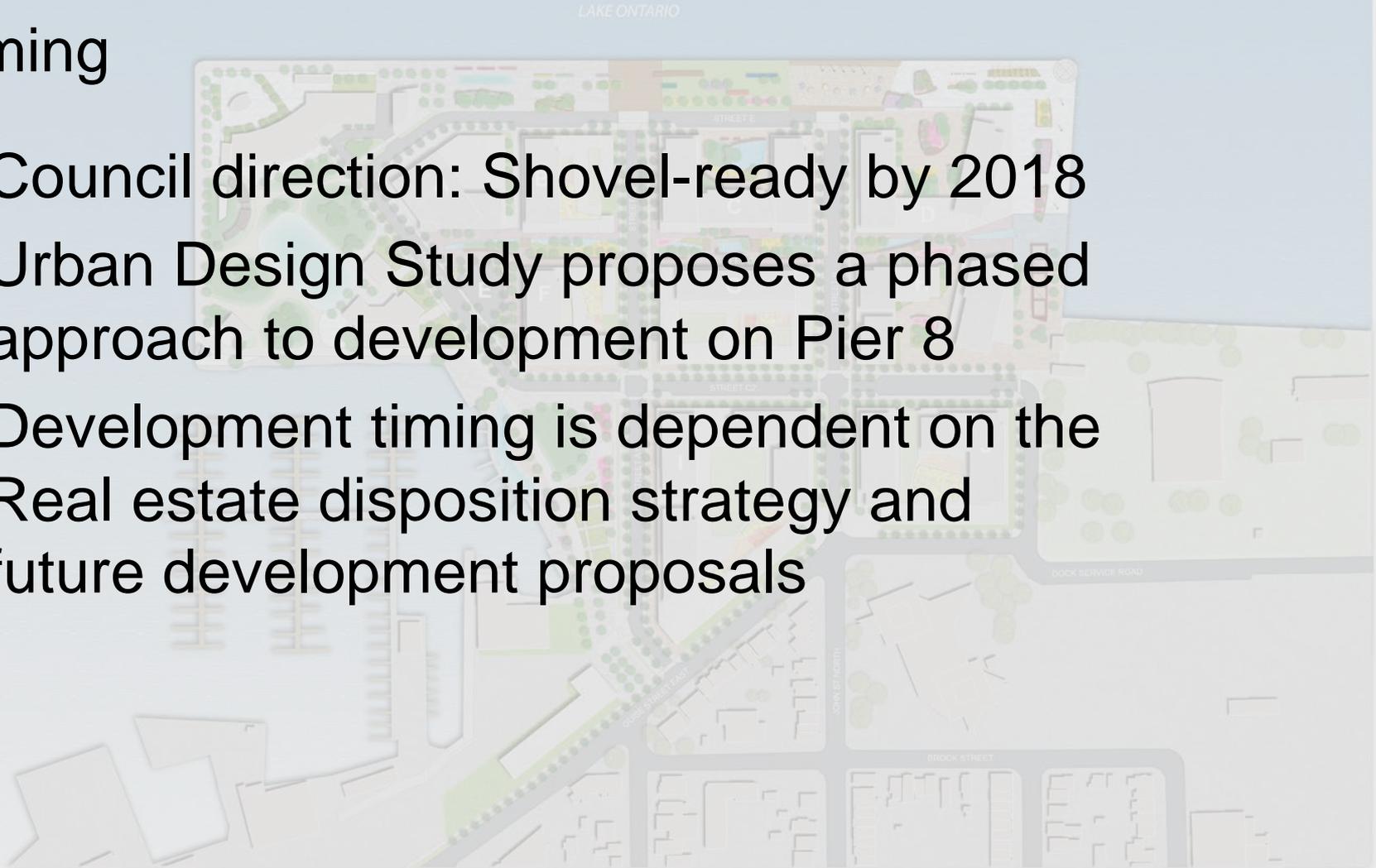
- Zoning by-law regulations
- Draft plan of subdivision
- Real estate disposition process
- Development proposals and site plans
- Detailed design of parks, open space, streets and infrastructure



Future Steps

Timing

- Council direction: Shovel-ready by 2018
- Urban Design Study proposes a phased approach to development on Pier 8
- Development timing is dependent on the Real estate disposition strategy and future development proposals



Hamilton Pier 7 + 8

Urban Design Study Presentation



Planning Committee

May 17, 2016

PRESENTATION OVERVIEW

1. Study Overview
2. The Vision
3. The Plan
4. Community Guidelines
5. Implementation



Urban Design Study Overview

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

PROJECT PHASES

PHASE ONE - DEVELOPMENT CONCEPTS

Project
Initiation and
Tour

Stakeholder
Interviews

Background
and Site
Analysis

Character
Visioning #1:
P.I.C

Background Review & Analysis



Confirm Vision and Guiding Principles



PHASE TWO URBAN DESIGN GUIDELINES

Prepare Draft
Options and
Urban Design
Guidelines

Character
Visioning #2:
P.I.C

Concepts, Guidelines &
Implementation Strategy

PHASE THREE IMPLEMENTATION STRATEGY

Prepare
Implementation
Plan

Finalize
Report

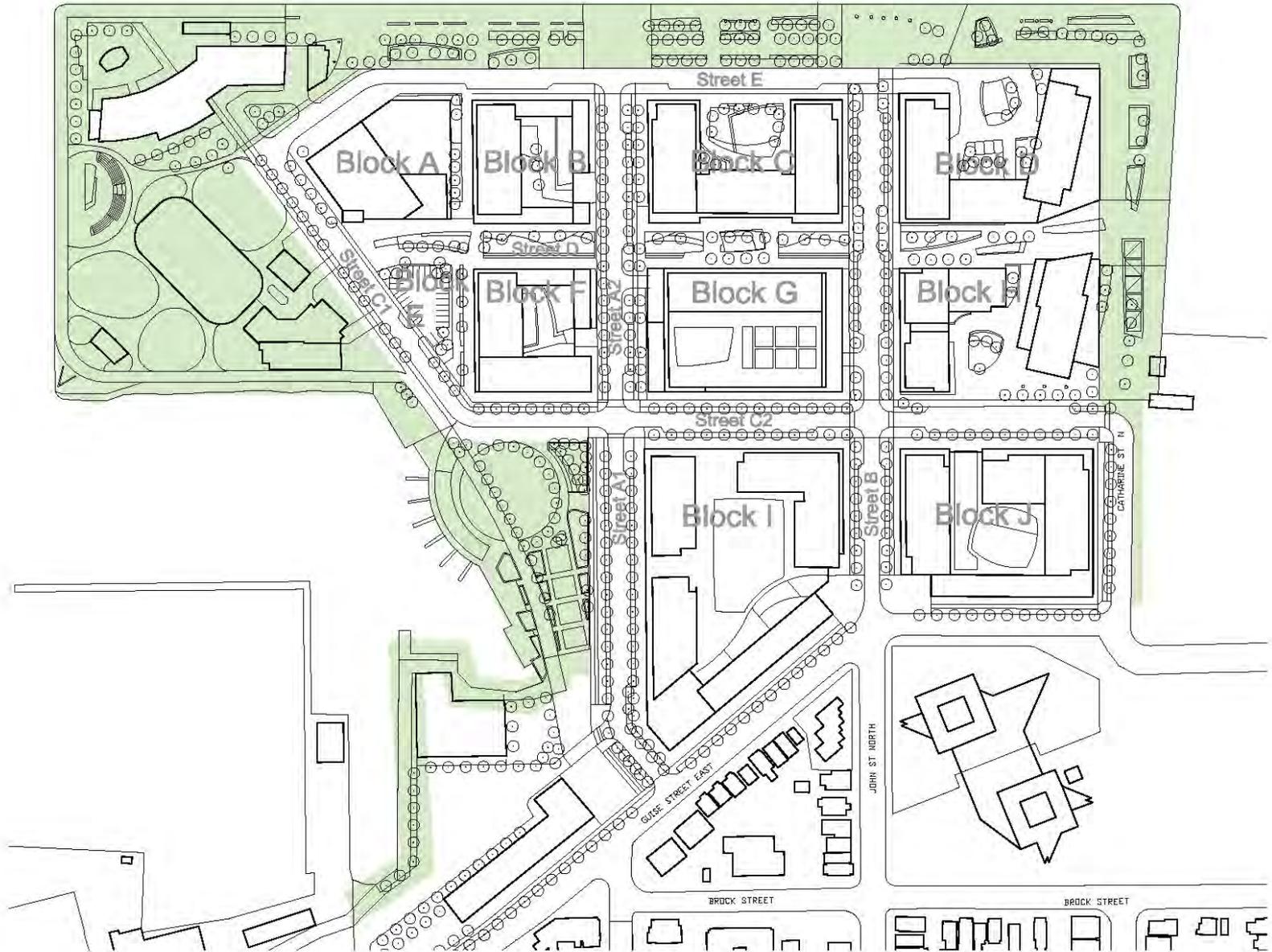
Final
Report



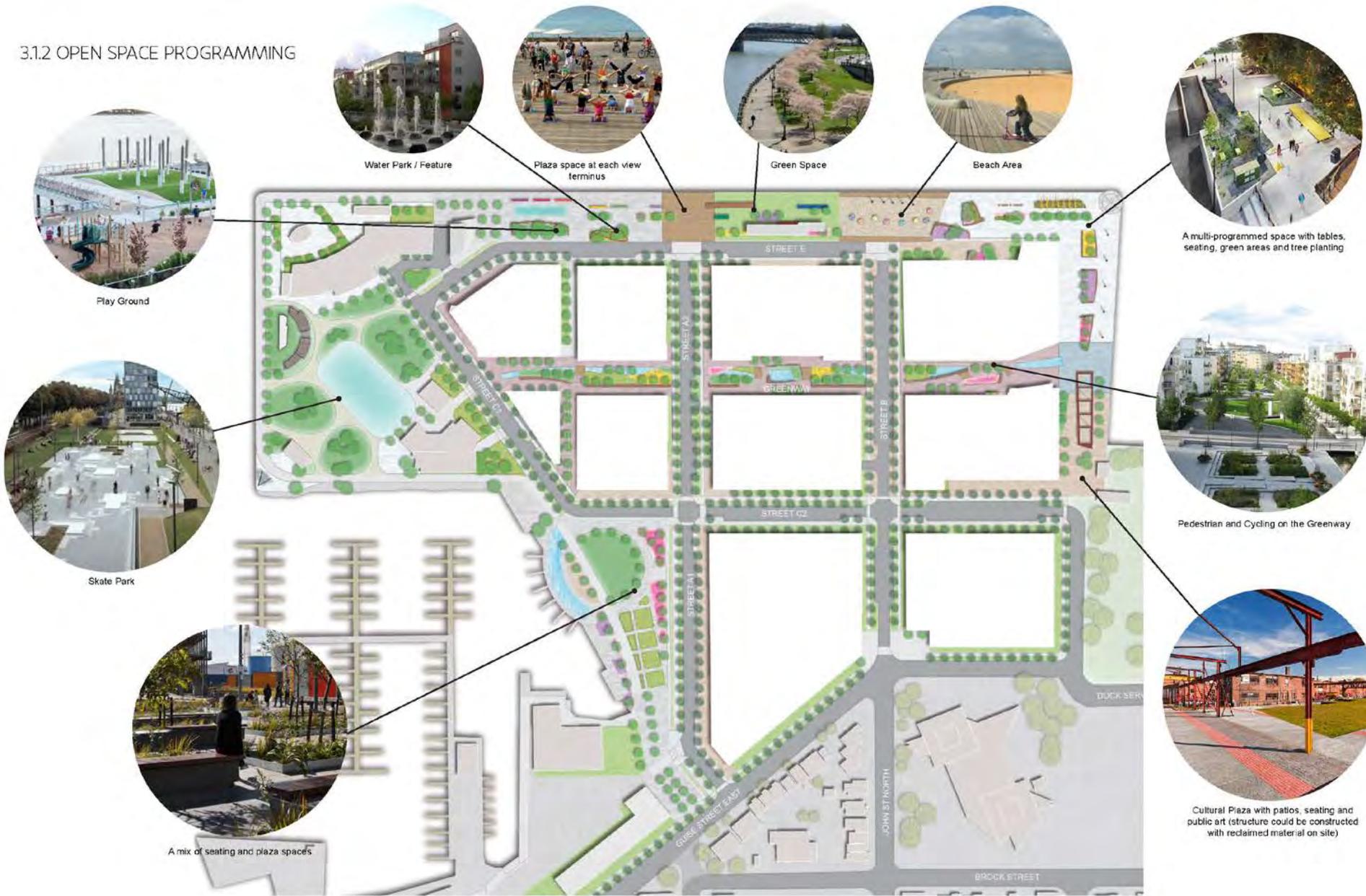
Policy Structure Guidance

- **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 STRUCTURE – PARKS



3.1.2 OPEN SPACE PROGRAMMING



Water Park / Feature



Plaza space at each view terminus



Green Space



Beach Area



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



Play Ground



Skate Park



Pedestrian and Cycling on the Greenway

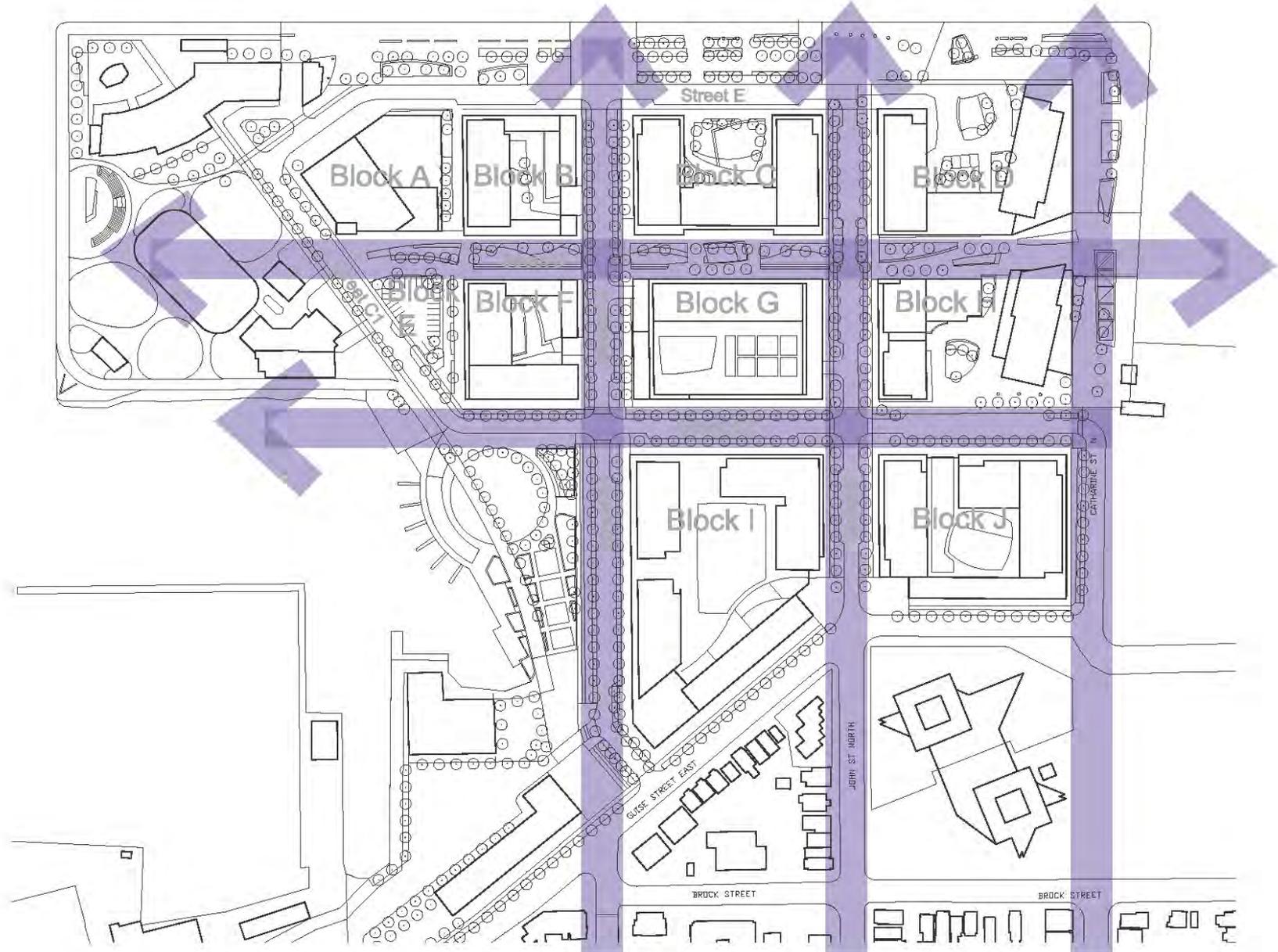


A mix of seating and plaza spaces

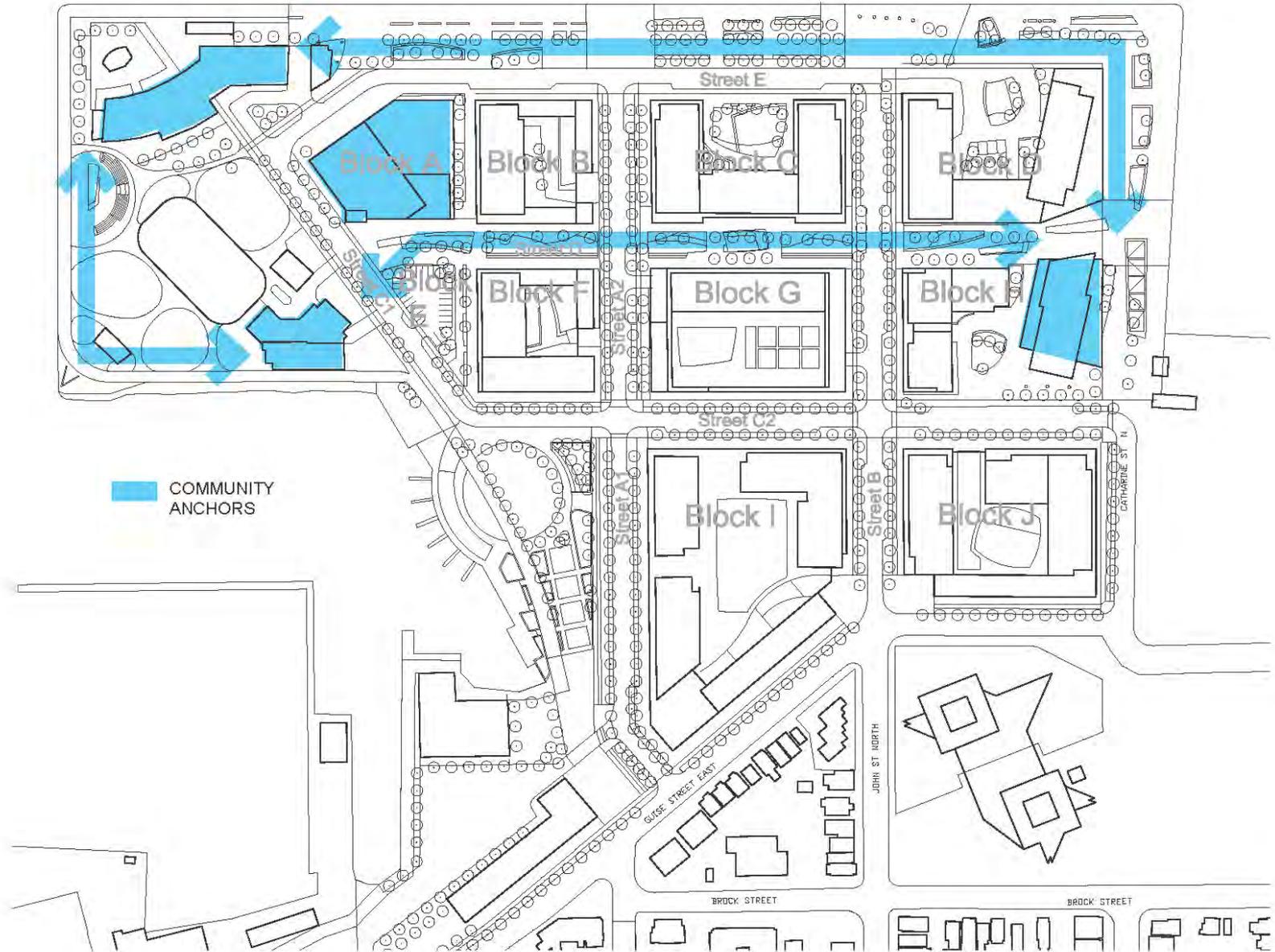


Cultural Plaza with patios, seating and public art (structure could be constructed with reclaimed material on site)

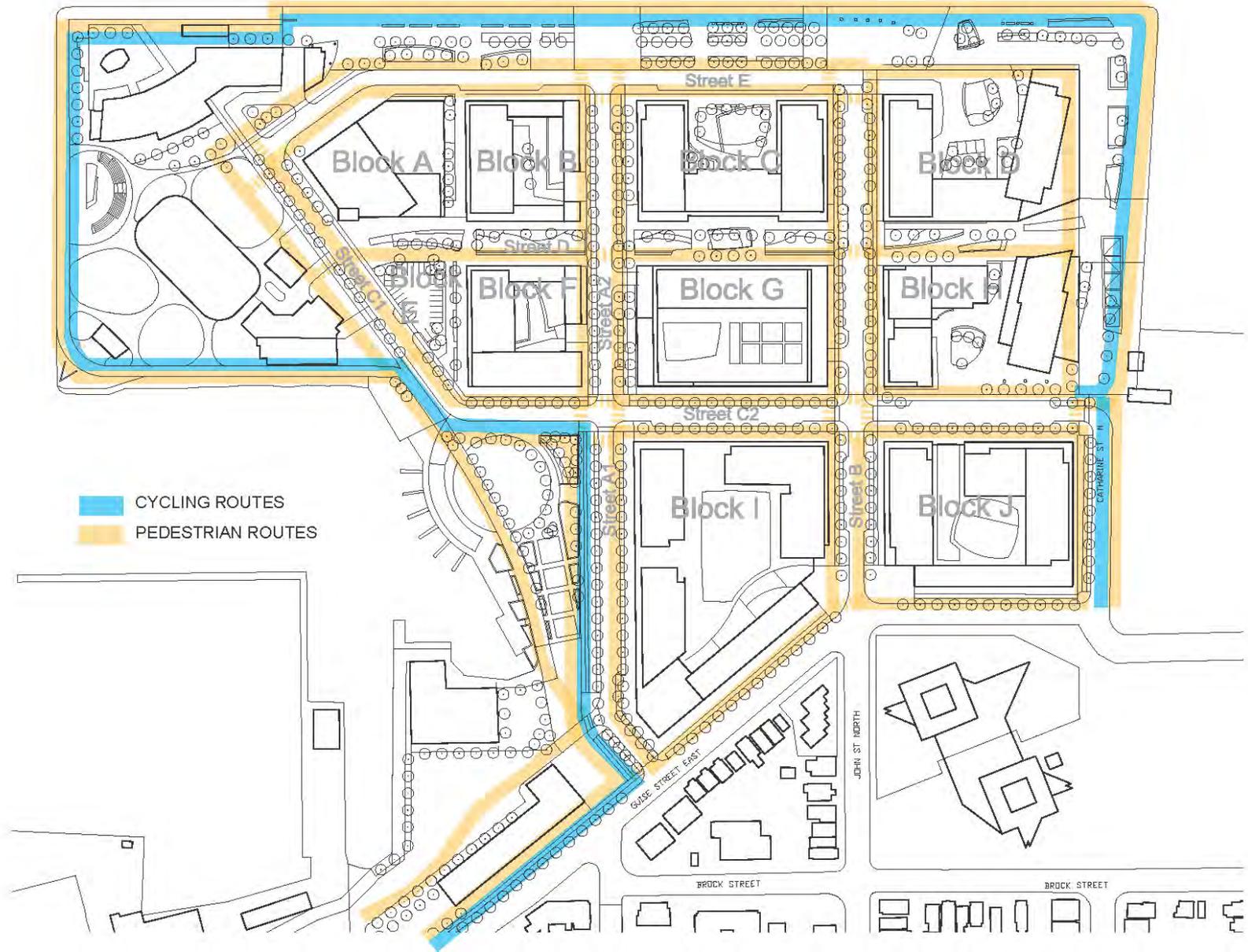
PLAN STRUCTURE – VIEWS AND VISTAS



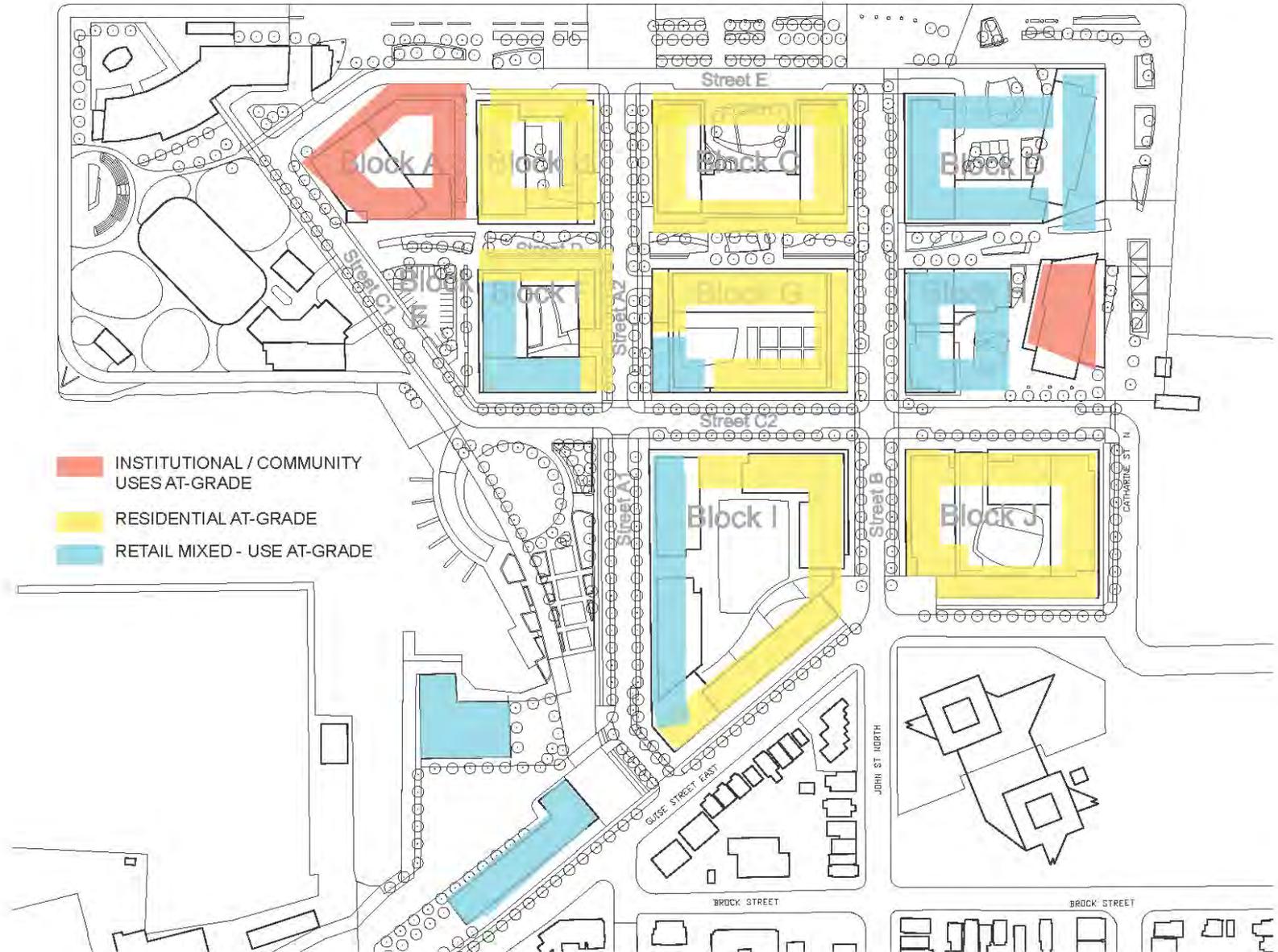
PLAN STRUCTURE – DESTINATIONS



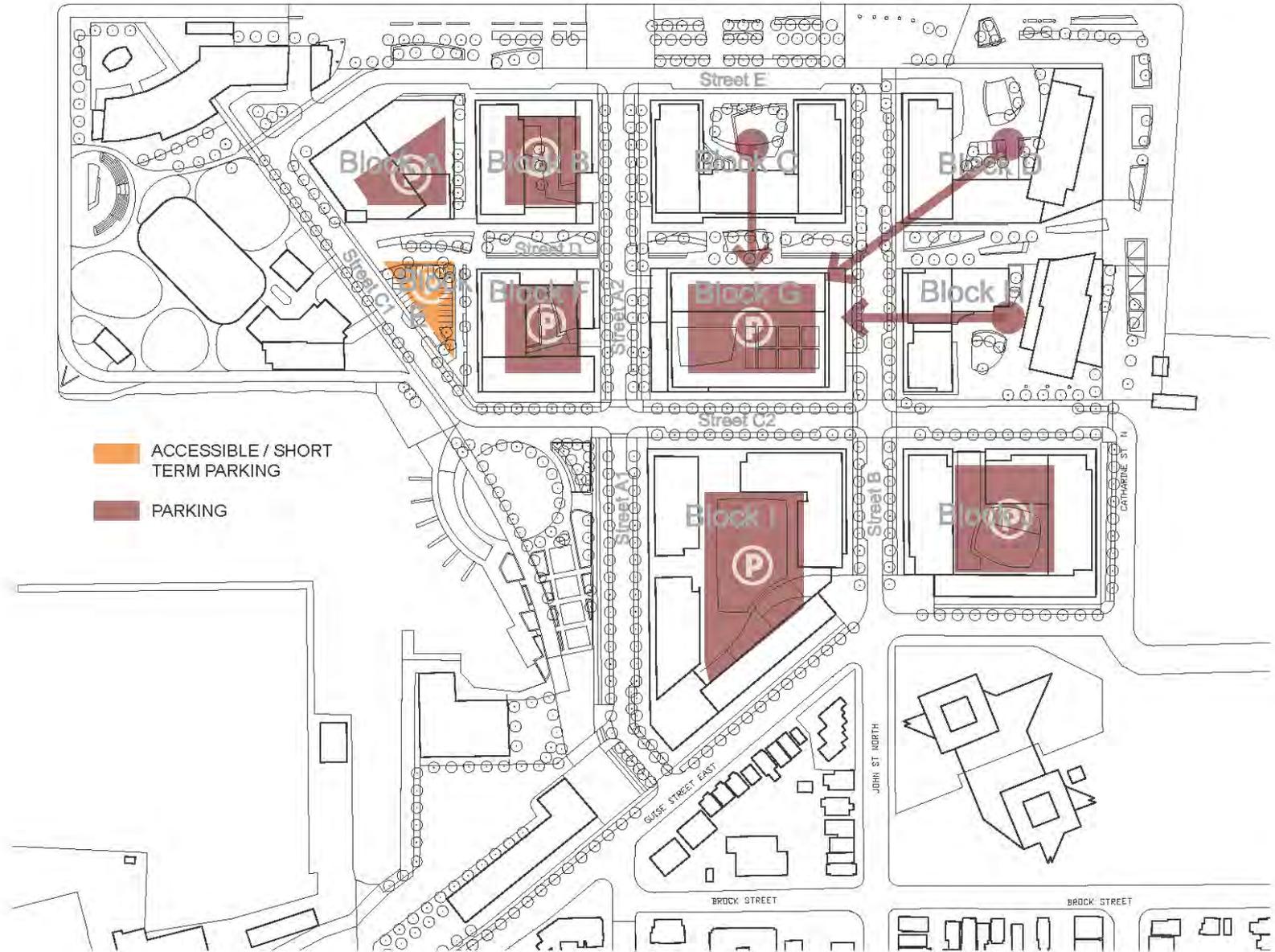
PLAN STRUCTURE – CIRCULATION



PLAN STRUCTURE – GROUND FLOOR



PLAN STRUCTURE – PARKING



Proposed Community Structure

1. Waterfront Park (Future Corridor)
2. Waterfront Park (Existing)
3. Gateway Park
4. The Greenway (Storm Water Garden and pedestrian walkway)
5. Green Roofs (Throughout as shown)
6. Marina Expansion
7. Institutional Building
8. Residential Building
9. Mixed-Use Building with Central Public Parking Structure
10. Mixed - Use Building with Residential Above
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
16. Sunrise Gathering Circle
17. View Terminus Plazas
18. Programmable Park Areas
19. Beach Area
20. Green Park
21. Retail Park Pavilions
22. Cultural Plaza
23. Splash Pad / Water Feature
24. Playground

Existing Area Features

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



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

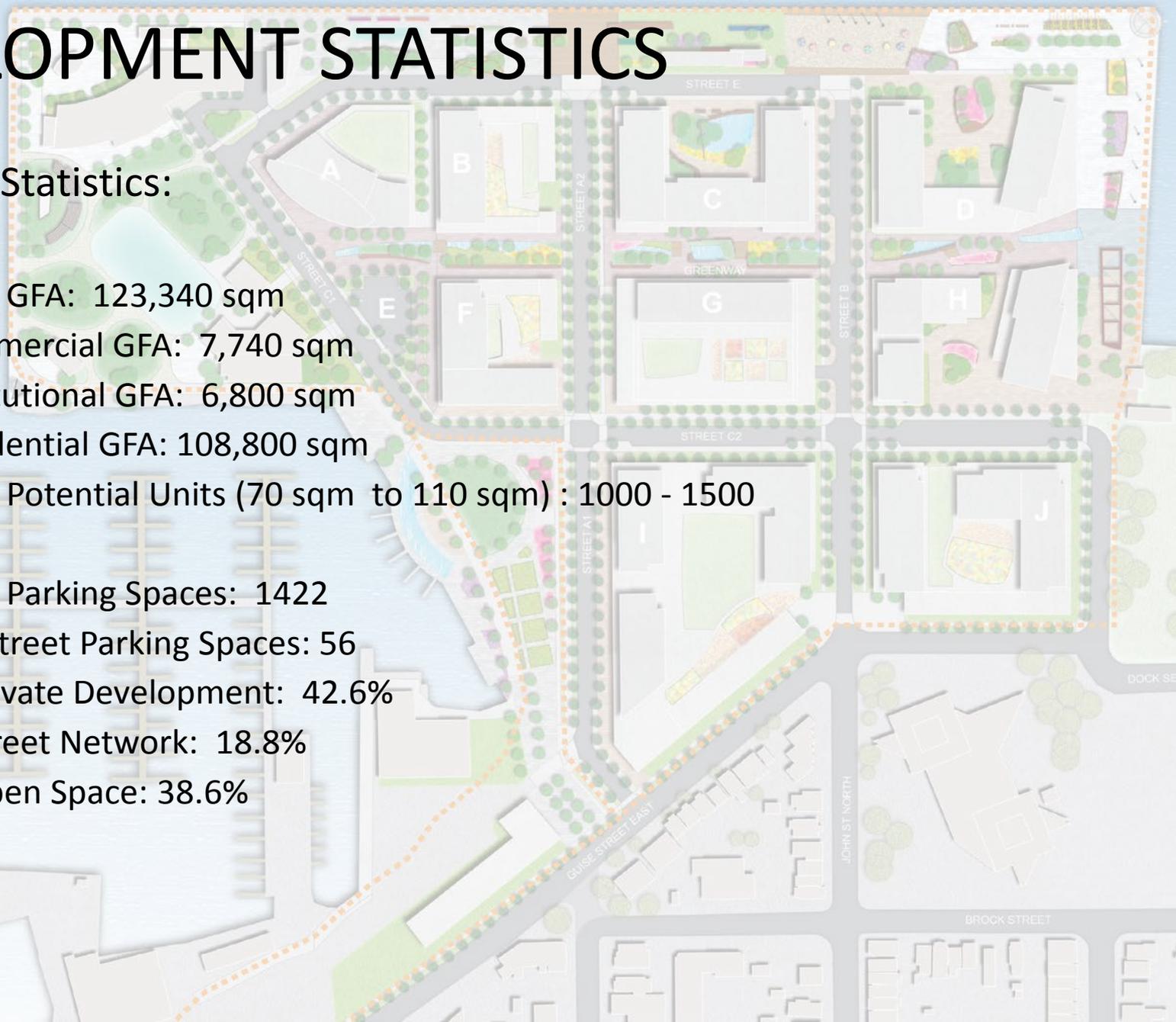
Total Parking Spaces: 1422

On-Street Parking Spaces: 56

% Private Development: 42.6%

% Street Network: 18.8%

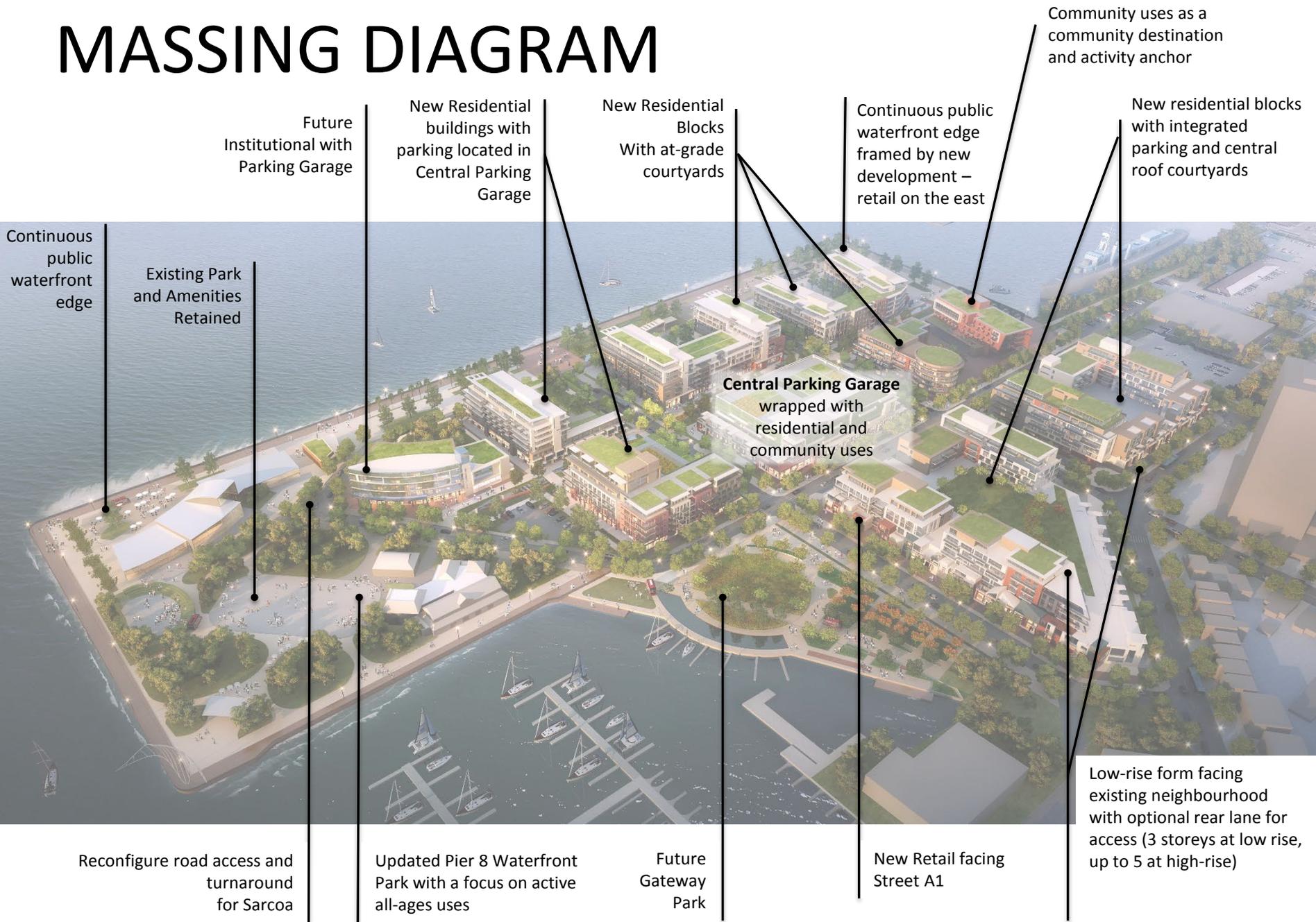
% Open Space: 38.6%



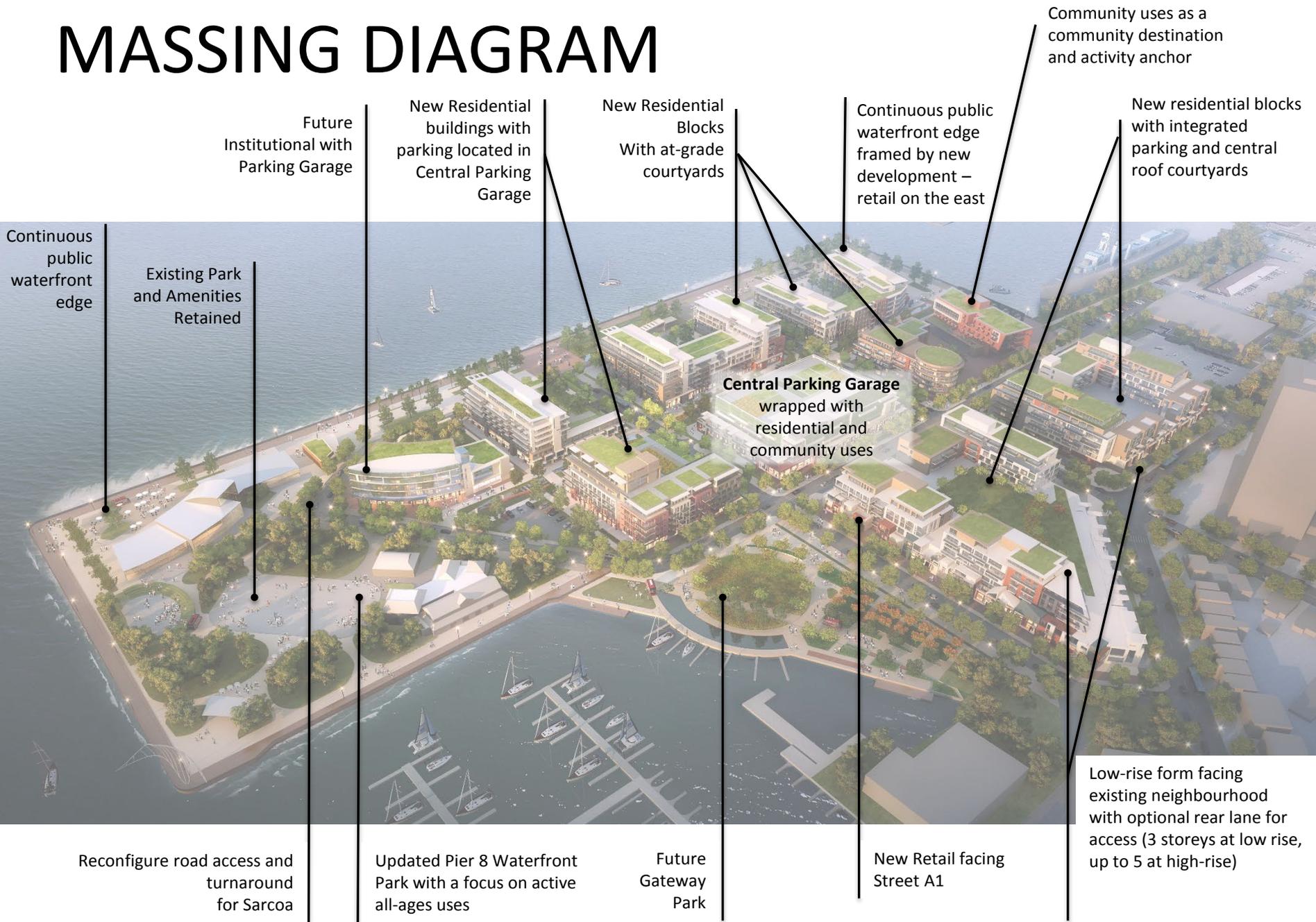
VISUALIZATION – LOOKING NORTHEAST



MASSING DIAGRAM



MASSING DIAGRAM



Community uses as a community destination and activity anchor

New residential blocks with integrated parking and central roof courtyards

Continuous public waterfront edge framed by new development – retail on the east

New Residential Blocks With at-grade courtyards

New Residential buildings with parking located in Central Parking Garage

Future Institutional with Parking Garage

Central Parking Garage wrapped with residential and community uses

Existing Park and Amenities Retained

Continuous public waterfront edge

Low-rise form facing existing neighbourhood with optional rear lane for access (3 storeys at low rise, up to 5 at high-rise)

New Retail facing Street A1

Future Gateway Park

Updated Pier 8 Waterfront Park with a focus on active all-ages uses

Reconfigure road access and turnaround for Sarcoa

VISUALIZATION – LOOKING WEST

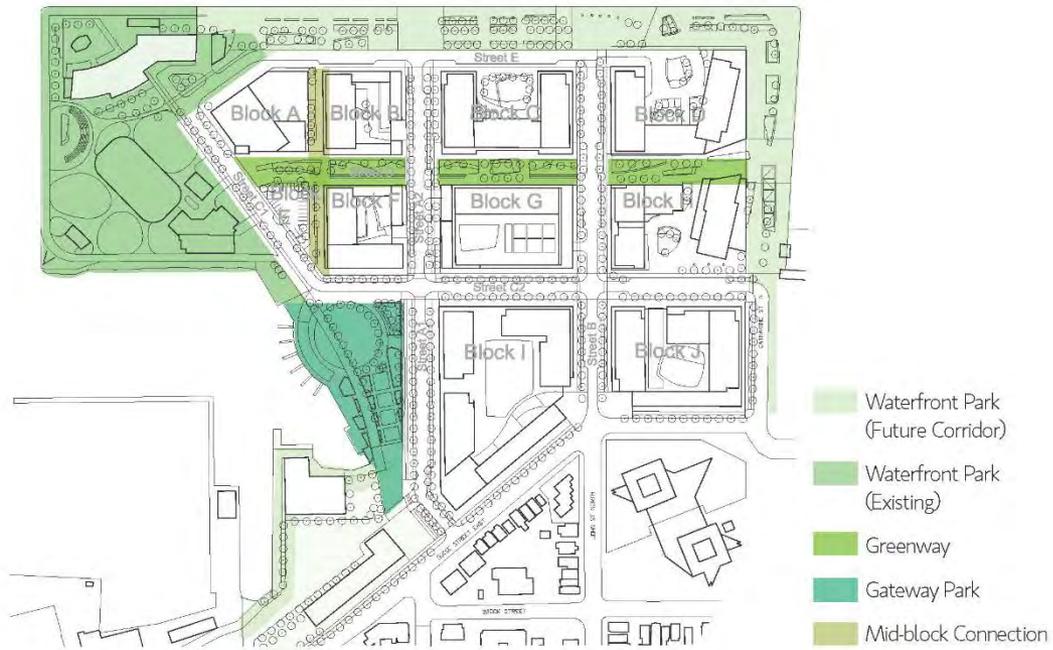


CORE COMMUNITY GUIDELINES

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



OPENSACES



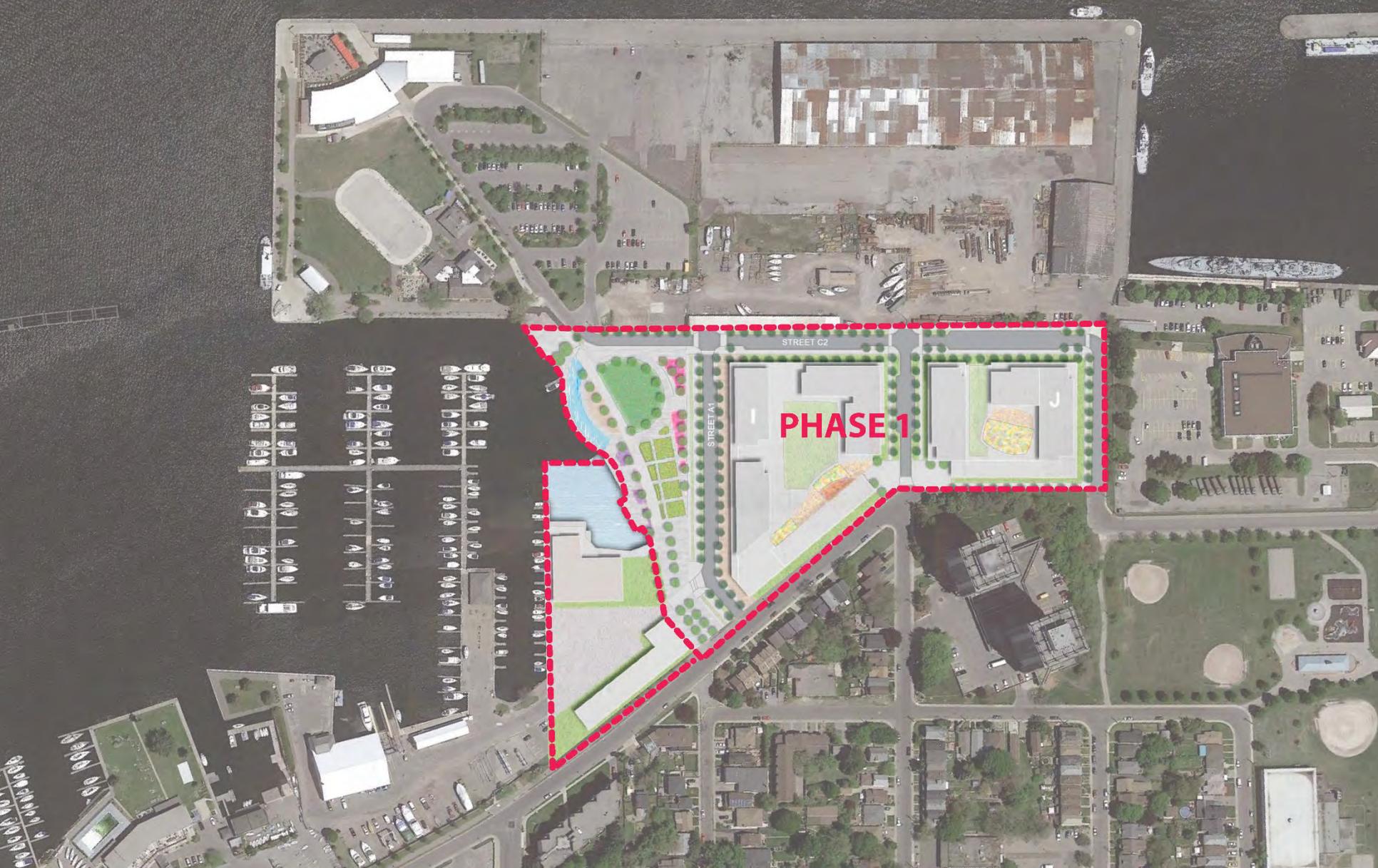
PARKING



BUILDING DESIGN



PHASING – SHORT TERM



PHASING – MEDIUM TERM



PHASING – LONG TERM





Thank you