

# APPENDIX B

# DESIGN CHECKLIST

An Urban Design Checklist has been prepared to allow for the review of development and design proposals/applications against the recommendations in this document. The purpose of the checklist is to facilitate the quick evaluation of proposed designs to determine if a project conforms to the recommendations of these guidelines. It is recommended that designers / proponents / developers evaluate their projects in advance of a submission to the City and identify any non-compliance on the checklist to be submitted with the application.

<b>PIER 7 + 8 DESIGN CHECKLIST</b>					
	Complies	Partially Complies	Does Not Comply	Not Applicable	DESCRIBE HOW THE GUIDELINE OR DESIGN DIRECTION IS MET (provide drawing reference as required)
<b>DESIGN PRINCIPLES AND DIRECTIONS</b>					
<b>SECONDARY PLAN GUIDING PRINCIPLES</b>					
<b>1. WESTERN WATERFRONT GUIDING PRINCIPLES</b>					
<ul style="list-style-type: none"> <li>Promote a healthy harbour;</li> <li>Strengthen existing neighbourhoods;</li> <li>Provide safe, continuous public access along the water's edge;</li> <li>Create a diverse, balanced and animated waterfront;</li> <li>Enhance physical and visual connections;</li> <li>Promote a balanced transportation network;</li> <li>Celebrate the City's heritage; and,</li> <li>Promote excellence in design.</li> </ul>					
<b>PIER 7 + 8 URBAN DESIGN VISION</b>					
<b>2. VISION STATEMENT</b>					
<p>Pier 8 will become a vibrant urban waterfront neighbourhood to be enjoyed by all residents of the City. The vitality of Hamilton's urban waterfront will be supported by a mix of residential, commercial, community and cultural uses.</p> <p>The character of Pier 8 will be designed to be compatible with Pier 7 and to create a strong connection between this exciting new community and the rest of the West Harbour waterfront.</p>					
<b>3. PIER 7 + 8 GUIDELINES PRINCIPLES</b>					
1. A mix of uses to support a diverse and vibrant community					
2. Environmentally sustainable landscapes and architecture designs to create a low impact community footprint					
3. A community of complete streets designed for accessibility, walking, running, cycling, taking transit and driving					
4. A fixed street and park network that creates a variety of development blocks					
5. A variety of public spaces for active and passive recreation on the waterfront					
6. An architecture that is varied, contemporary and compatible with the surrounding areas					
7. Marine and industrial elements in the landscape and/or architecture that acknowledge the area's history					

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<b>PIER 7 + 8 URBAN DESIGN GUIDELINES</b>					
<b>4.0 AREA CHARACTER</b>					
Pier 7 + 8 will have a continuous waterfront park with direct views to the Harbour, urban streets with double rows of trees, a network of sidewalks and bike paths, easy access to transit, sustainable energy and water management, and a linear east west park that filters storm water while providing sheltered outdoor space for the community and its visitors.					
The area's parks, streets and buildings are recommended to have a diversity of modern styles and high quality materials. Diverse design styles in the open spaces and development blocks will be essential to achieve a vibrant new waterfront area in keeping with the desired character recommendations.					
<b>4.1.7. Block Size &amp; Character</b>					
The development blocks are compact (maximum width of 90m) 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. Summarize how the proposed development meets the Block Size & Character guidelines outlined in the Urban Design Study.					
<b>4.1.8 Accessibility</b>					
People of all ages and abilities should be accommodated in the design of the open spaces and buildings. The Pier 7 + 8 area will be designed through a lenses of accessibility using the existing City Standards including The Barrier Free Design Guidelines and The Pedestrian Mobility Plan.					
<b>4.2. INFRASTRUCTURE</b>					
An objective for redevelopment at Pier 7 + 8 is to reduce the ecological footprint of the community and to minimize life cycle costs. This is to be achieved through a holistic design approach to development that considers the natural conditions of the site and the sustainability opportunities that arise when planning a new community from the very beginning. Designers will be asked to further the area's sustainability goals. Summarize how the proposed development further the sustainable infrastructure goals outlined in the Urban Design Study.					

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<b>4.3.1. Transit Network</b>					
Pier 7 + 8 enjoys good access to bus transit, is located within walking distance of the downtown and close to the West Harbour GO Station. In the future, local transit service will likely need to expand to meet the travel demands of residents and visitors. All development shall be in keeping with the City's Transit Oriented Development Guidelines. Summarize how the proposed development meets the transit network guidelines outlined in the Urban Design Study.					
<b>4.3.2. Pedestrian Network</b>					
Pedestrian systems should be designed to perform safely and comfortably in all seasons and should consider weather-protective elements where appropriate. These could include covered walkways, wind breaks, canopies and porticos. Summarize how the proposed development meets the pedestrian network guidelines outlined in the Urban Design Study.					
<b>4.3.3. Cycling Network</b>					
Summarize how the proposed development meets the cycling design guidelines outlined in the Urban Design Study.					
<b>4.4. PARKING</b>					
For Pier 7 + 8, a variety of parking solutions will be employed to meet the area's needs, structured public and private parking and on-street parking. In the long-term, surface parking lots will be replaced with structured parking. The design of parking should meet the requirements of the urban design guidelines. Describe the types of parking proposed and summarize how it meets the guidelines.					
<b>4.5. BUILDING DESIGN</b>					
The Pier 7 & 8 vision focuses on creating a sustainable and contemporary architectural expression that will set a precedent for innovation and design excellence. Replication of historic styles will not be used within the design palette; modern reinterpretations are allowed.					

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4.5.2. Façades					
Buildings should use a variety of materials and architectural details, both vertical and horizontal, to break up the façade. Similarly, buildings should not have blank façades. The side façades should have a design and materials standard equal to the front façade. At Pier 8 all buildings will have 4 prominent elevations; this will need to be addressed throughout design. Façades at the base of the building, particularly those which face streets, parks, and open spaces, should exhibit increased architectural detailing to give attention to the prominence of these building faces. Buildings with frontages exceeding 25 metres in width should be divided into functionally and visually smaller elements through the use of façade articulation, courtyards, and networks of connected walkways and landscaping.					
4.5.3. Access to Views, Entrances and Daylight					
Buildings should be designed to capitalize on opportunities for natural daylight, which can be accomplished through efficiencies in building footprint design, window design, reflections, ceiling design, light filtering, and building orientation. The choice of building materials, as well as the exploration of various construction methods can also be used to improve access to natural daylight. Such strategies include the integration of external shading and control devices, glazing materials, window location, reflectance of room surfaces, and integration with electric lighting controls.					
Primary entrances should face public streets and be directly accessible from sidewalks. They should be designed to provide weather protection, and can include features such as awnings, recessed entries, front porches, and porticos. Secondary entrances should not be dominant, but should be easily accessible and convenient to service, loading and parking areas.					
The design and location of building entrances should adhere to the principles of Crime Prevention through Environmental Design. For example, building entrances should provide visibility between indoor and outdoor areas to enhance opportunities for natural surveillance. Likewise, in apartments, pedestrian access to parking and service areas within the principal building should be situated near exposed communal areas (i.e., exercise areas or meeting rooms).					

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4.5.4. Windows					
Buildings facing or flanking a street, lane, park, semi-private open space or public open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and the public street. To assist in this, housing should be designed with habitable rooms (i.e., living room, dining room, kitchen) facing the street to enhance safety through `eyes on the street`.					
Window design should be primarily an expression of the interior dwelling use (i.e. larger windows in more public rooms, such as living rooms, kitchens, etc.). Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to the primary or adjacent dwellings. Skylights and clerestory windows are encouraged to enhance natural light. Skylights should be coordinated with other roof and building elements and located behind the roof ridge away from public view. Clerestory windows should be detailed to provide a structural and coordinated connection between the building wall and roof.					
A high level of glazing is recommended on new buildings but designs with large amounts of glazing spandrels would not be in keeping with the preferred architectural character.					
4.5.5. Materials					
Building and site materials should be of high-quality and enhance the expression of contemporary design excellence. Variety in materials is recommended from block to block and building to building. Describe the proposed building materials and their applications.					

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4.6. GROUND FLOOR DESIGN					
<p>The lower floors of buildings convey community character. It is the intention of these design guidelines that the lower floors of buildings should exhibit the greatest amount of architectural detailing with a special attention toward framing a vibrant pedestrian realm. Describe the treatment of the lower floors in the proposed design.</p>					
4.7. ENERGY					
<p>Energy generated from fossil fuels is a major source of greenhouse gas. Energy conservation will be a core requirement and on-site generation of energy from renewable sources is community wide target. Summarize how the proposed development meets the energy conservation goals outlined in the Urban Design Study.</p>					
4.8. LIFE CYCLE COSTING					
<p>Designers and development proponents must use life cycle cost analysis to choose technical systems and design alternatives. Life cycle costing considers long-term capital, operating and indirect costs. Summarize how the proposed development meets the Life Cycle Costing Goals outlined in the Urban Design Study.</p>					
4.9. WATER					
<p>Water is a resource that can be collected, treated and reused to conserve potable water. Water use reduction should be a primary goal in the development of Pier 7 &amp; 8. Summarize how the proposed development meets the water goals outlined in the Urban Design Study.</p>					

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<b>4.10. MID-RISE BUILDINGS</b>					
New development within the Pier 7 & 8 area is recommended to be mid-rise at 3-8 storeys in height in accordance with the Secondary Plan. The building form will strengthen the community fabric, and accommodate new residents and jobs. To ensure successful new buildings, it is imperative that they fit into the future area vision, existing neighbourhood context, and contribute positively to the character of the streetscape.					
Buildings should generally be located at the front property line to create a continuous streetwall.					
On corner sites, buildings should align with their respective frontages.					
Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space, and to create a more interesting streetscape.					
Taller buildings should have a building base of 4 of 5 stories.					
Taller buildings should step back a minimum of 2.0 metres above the building base.					
Main building entrances should be directly accessible from the sidewalk.					
The ground floor of all buildings should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and future conversion to retail (where permitted and appropriate).					
Upper floor units should be accessed from a single entrance lobby.					
For mixed-use buildings with retail or office at grade, a significant amount of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.					
Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at the street level.					
Balconies should be provided above the second or third floor of taller, mixed-use buildings.					
Balconies should be designed as integral parts of the building.					

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4.1.1. COMMERCIAL / INSTITUTIONAL / EMPLOYMENT					
Street-oriented commercial and institutional uses are encouraged in proximity to the existing Pier 8 Waterfront Park and future Gateway Park. Buildings should be developed with a continuous frontage at the property line to promote a more urban character and create streets that support pedestrian activity (Streets A1 and C1).					
Minimum building setbacks are encouraged, and parking should be located within an integrated parking structure with active uses wrapping the façades. Community uses should be positioned throughout the community to encourage east-west activity.					
Commercial and Institutional buildings should generally create a continuous streetwall.					
Buildings should address the principle public street but may incorporate setbacks that provide public plaza areas that include landscaping and tree-planting.					
The street-oriented façades should incorporate large glazed areas and entrances, providing visibility between the building and the street.					
Main entrances should be directly accessible from public sidewalks.					
Large flat roofs should incorporate green spaces and usable outdoor amenity areas for building users.					
Where possible, shared driveways should be accommodated to reduce curb cuts and provide access to integrated parking areas and structures.					
Site design must recommend a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles, and vehicles.					

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<b>PIER 7 + 8 DESIGN CONSIDERATIONS BY BLOCK</b>					
5.1 Blocks A / B					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
Building massing shall not negatively effect the Waterfront Park or the Greenway					
Driveway access into the internal parking and loading areas shall not be provided facing the water					
Blank elevations shall not be permitted					
A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development on Block B including facing all streets and the Greenway					
A mid-block pedestrian walkway shall be provided between Block A and B (if there is a change in use between the blocks)					
5.2 Block C					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
Building massing shall not negatively effect the Waterfront Park or the Greenway					
If Block C has parking on-site driveway access into the interior parking and/or loading area shall not be provided facing the water					
Blank elevations shall not be permitted					
A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development including all streets and the Greenway					
Massing shall be developed to minimize shadows on adjacent open spaces					

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<b>5.3 Block D</b>					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
As a prominent corner site, the architecture of Block D will frame the waterfront park and provide an anchor for the entire development					
If parking is provide on site, driveway access is not to be provided facing the water					
Blank elevations shall not be permitted					
A mix of uses are recommended to encourage a 24-7 community with people living and working in the area					
A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides of the residential development					
Massing shall be developed to minimize shadows on adjacent open spaces.					
<b>5.4 Block E / F</b>					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
Building massing shall not negatively effect the Greenway					
Driveway access into the interior parking and/or loading area shall not be provided from Street C					
Blank elevations will not be permitted					
A ground floor design with entrance to residential units and a rhythm of front yards are required on all sides where residential development occurs including Street A2, The Greenway and the Mid-Block Connector					
Massing shall be developed to minimize shadows on adjacent open spaces					
The south of Block F shall include retail uses on the ground floor and will be an important contributor to the character of the Gateway Park. Its design should carefully considered					

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<b>5.5 Block G</b>					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
Building massing shall not negatively effect the Greenway					
Driveway access into Block G shall not be provided from Street C					
Blank elevations shall not be permitted					
A ground floor design with entrance to residential and retail units and a rhythm of front yards where residential units occur is required					
Massing shall be developed to minimize shadows on adjacent open spaces					
The third floor and above of the parking structure shall be setback 1m behind other uses and be masked through plantings, architectural detailing, etc.					
<b>5.6 Block H</b>					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
As a prominent terminus site, the architecture of Block H shall frame the waterfront park and the entrance along Street C2					
Block H is recommended to have a community anchor with a dedicated community use on the lower levels					
Driveway access into Block H shall not be provided facing the water or the Greenway					
Blank elevations shall not be permitted					
A ground floor design with entrance to residential units and front yards facing on to Street B and the Greenway. Public uses should face onto the Waterfront Park					
Massing shall be developed to minimize shadows on adjacent open spaces					

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<b>DESIGN PRINCIPLES AND DIRECTIONS</b>					
<b>5.7 Blocks I/J</b>					
Key Design Considerations (to be read with Section 4.0 Community Guidelines):					
Building heights shall be lower along Guise Street where existing low rise homes are located to the south					
Retail Uses shall face Street A1 at the Ground Floor level					
Residential units with front door entrance from the Street will face Streets B and C2 and Guise Street					
The grade change from Guise Street to Street C will be regraded across the north-south depth of the blocks or across the north south depth of the study area (to be determined in detailed design phases). Either approach will allow for parking to be tucked into the centre of Blocks I and J behind other uses that front the surrounding streets (A1, C2, B and Guise)					
Access to the interior parking garage and loading areas will be provided preferably from Street B but if appropriately designed potentially from Street C2					
<b>5.8 Block K</b>					
To further strong connections to Pier 8 a series of key design considerations have been developed.					
Key Design Considerations:					
Block K is subject to the Design Guidelines from the West Harbour Waterfront Recreation Master Plan					
Block K will provide a continuous waterfront trail that connects directly to Pier 8 and the Waterfront Park					
Future programming for Block K will look to create spill out activities into the Gateway Park					
Development facing Guise Street shall front with the street and create a positive public realm for pedestrian and cyclists entering into Pier 8					
A view corridor looking north from Hughson Street shall be maintained with direct views toward the Harbour					