



City of Hamilton
WEST HARBOUR DEVELOPMENT
SUB-COMMITTEE
AGENDA

Meeting #: 24-003
Date: November 26, 2024
Time: 1:30 p.m.
Location: Room 264, 2nd Floor, City Hall (hybrid) (RM)
71 Main Street West

Tamara Bates, Legislative Coordinator (905) 546-2424 ext. 4102

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA (Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
4.1 May 29, 2024	3
5. COMMUNICATIONS	
6. DELEGATION REQUESTS	
7. PUBLIC HEARINGS / DELEGATIONS	
8. STAFF PRESENTATIONS	
8.1 Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151) (Ward 2)	7
9. CONSENT ITEMS	

9.1	West Harbour Re-Development Plan - Status Update (PED17181(h)) (Ward 2)	51
9.2	Pier 8 Development – Status Update (PED24162)(Ward 2)	61

- 10. **DISCUSSION ITEMS**
- 11. **MOTIONS**
- 12. **NOTICES OF MOTION**
- 13. **GENERAL INFORMATION / OTHER BUSINESS**
- 14. **PRIVATE AND CONFIDENTIAL**
- 15. **ADJOURNMENT**



Hamilton

West Harbour Development Sub-Committee MINUTES 24-001

10:00 a.m.

Wednesday, May 29, 2024

Room 264, 2nd Floor, City Hall

Present: Councillor M. Spadafora (Chair)
Councillors C. Cassar and C. Kroetsch

Absent with

Regrets: Mayor A. Horwath (Vice-Chair) – City Business

THE FOLLOWING ITEMS WERE REFERRED TO THE GENERAL ISSUES COMMITTEE FOR CONSIDERATION:

1. **West Harbour Re-Development Plan - Status Update (PED17181(g)) (Ward 2) (Item 8.1)**

(Cassar/Kroetsch)

That Report PED17181(g), respecting West Harbour Re-Development Plan - Status Update, be received.

Result: CARRIED by a vote of 3 to 0, as follows:

YES – Ward 2 – Councillor Cameron Kroetsch
YES – Ward 12 Councillor Craig Cassar
YES – Chair - Ward 14 Councillor Mike Spadafora
ABSENT – Mayor Andrea Horwath

FOR INFORMATION:

- (a) **CHANGES TO THE AGENDA (Item 2)**

The Committee Clerk advised there were no changes to the agenda.

(Cassar/Kroetsch)

That the Agenda for the May 29, 2024 meeting of the West Harbour Development Sub-Committee be approved, as presented.

Result: CARRIED by a vote of 3 to 0, as follows:

YES – Ward 2 – Councillor Cameron Kroetsch
 YES – Ward 12 Councillor Craig Cassar
 YES – Chair Ward 14 Councillor Mike Spadafora
 ABSENT -- Mayor Andrea Horwath

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES (Item 4)

(i) November 7, 2023 (Item 4.1)

(Cassar/Kroetsch)

That the Minutes of the November 7, 2023 meeting of the West Harbour Development Sub-Committee be approved, as presented.

Result: CARRIED by a vote of 3 to 0, as follows:

YES – Ward 2 – Councillor Cameron Kroetsch
 YES – Ward 12 Councillor Craig Cassar
 YES – Chair Ward 14 Councillor Mike Spadafora
 ABSENT -- Mayor Andrea Horwath

(d) STAFF PRESENTATIONS (Item 8)

**(i) West Harbour Re-Development Plan - Status Update (PED17181(g))
(Ward 2) (Item 8.1)**

Chris Phillips, Manager, Municipal Land Development and Sarah Ehmke, Senior Project Manager, Placemaking and Animation, addressed Committee, respecting West Harbour Re-Development Plan - Status Update with the aid of a presentation.

(Kroetsch/Cassar)

That the presentation from Chris Phillips, Manager, Municipal Land Development and Sarah Ehmke, Senior Project Manager, Placemaking and Animation, respecting West Harbour Re-Development Plan - Status Update, be received.

Result: CARRIED by a vote of 3 to 0, as follows:

YES – Ward 2 – Councillor Cameron Kroetsch
YES – Ward 12 Councillor Craig Cassar
YES – Chair Ward 14 Councillor Mike Spadafora
ABSENT -- Mayor Andrea Horwath

(e) ADJOURNMENT (Item 15)

(Kroetsch/Cassar)

That, there being no further business, the West Harbour Development Sub-Committee be adjourned at 11:11 a.m.

Result: CARRIED by a vote of 3 to 0, as follows:

YES – Ward 2 – Councillor Cameron Kroetsch
YES – Ward 12 Councillor Craig Cassar
YES – Chair Ward 14 Councillor Mike Spadafora
ABSENT -- Mayor Andrea Horwath



Respectfully submitted,

Councillor M. Spadafora, Chair
West Harbour Development Sub-Committee

Tamara Bates
Legislative Coordinator
Office of the City Clerk



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
 Economic Development Division
 and
 Transportation Planning and Parking Division

TO:	Chair and Members West Harbour Development Sub-Committee
COMMITTEE DATE:	November 26, 2024
SUBJECT/REPORT NO:	Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151) (Ward 2)
WARD(S) AFFECTED:	Ward 2
PREPARED BY:	Andrea Smith (905) 546-2424 Ext. 6256 Brian Hollingworth (905) 546-2424 Ext. 2953
SUBMITTED BY:	Norm Schleeahn Director, Economic Development Planning and Economic Development Department
SIGNATURE:	
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That the “Updated West Harbour Parking Strategy, 2024”, as detailed in Appendix “A” to Report PED24151 be approved;
- (b) That staff from Municipal Land Development Office, Corporate Real Estate Office, Transportation and Parking Services, and Legal be directed and authorized to negotiate with Waterfront Shores Corporation, the City’s development partner for Pier 8, to establish key terms and conditions of a public parking agreement associated with integrating approximately 300 public parking spaces within the below-grade strata of Blocks 1, 4, 12 and 16 on Pier 8, referred to as the “Area of Focus” as identified on Appendix “B” to Report PED24151;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 2 of 16**

- (c) That staff from the Municipal Land Development Office report back to the West Harbour Development Sub-Committee by Q4 2025 on the outcomes of negotiations and for any requisite approvals that may be required;
- (d) That staff from the Municipal Land Development Office, Transportation and Parking Services, and Corporate Real Estate Office assess operating model and ownership options and financial implications associated with integrating public parking within the below-grade strata of Blocks, 1, 4, 12 and 16 on Pier 8, referred to as the “Area of Focus” as identified on Appendix “B” to Report PED24151;
- (e) That staff from the Municipal Land Development Office, and Transportation and Parking Services report back to the West Harbour Development Sub-Committee in Q4 2025 on the findings and recommended parking model option prior to finalizing the public parking agreement;
- (f) That staff from the Municipal Land Development Office be authorized to fund all City costs associated with the Pier 8 public parking agreement with Waterfront Shores Corporation outlined in Recommendation (a) of Report PED24151 including any real estate and legal costs from Account No. 4411806107, with real estate and legal costs credited to Account No. 55778-812036 (Real Estate – Admin Recovery);
- (g) That staff from Transportation and Parking Services be authorized to fund all City costs associated with implementation of Paid Parking Program along Pier 8 Temporary Surface Parking Lots and On-Street Along Guise Street, as detailed in Appendix “A” to Report PED24151 from Account No. 4901751700 (Parking Payment Equipment).

EXECUTIVE SUMMARY

The purpose of Report PED24151 is to recommend an update to the 2017 West Harbour Parking Strategy. The recommended approach is a multi-pronged strategy comprised of a comprehensive set of actions to be implemented over time with a focus on managing public parking demand in a manner which supports the healthy function of public amenities and uses at the waterfront.

The Recommendations are based on:

- Progress made in implementing several measures of the 2017 Parking Strategy;
- An updated technical parking demand assessment of uses at the waterfront that has indicated a projected shortfall of public parking spaces; and,

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 3 of 16**

- Consideration of an evolved site context including the opportunity to integrate public parking spaces within the Pier 8 future private development in collaboration with the City's development partner of Pier 8, Waterfront Shores Corporation.

Specifically, the Report:

- Seeks approval of an Updated Waterfront Parking Strategy;
- Outlines the actions required to implement the Updated Waterfront Parking Strategy, 2024;
- Outlines the merits of securing publicly accessible parking on Pier 8;
- Seeks authority to enter into negotiations with the City's development partner for Pier 8, Waterfront Shores Corporation, to integrate publicly accessible parking as part of a public parking agreement; and,
- Seeks direction to conduct an assessment of ownership/operating model options and financial implications associated with integrating public parking within the underground parking garage.

This Report discusses public parking within the waterfront and associated challenges of providing too much and too little public parking and outlines the recommended steps to obtain public parking assets in a phased manner, to support various public interests at the waterfront. Staff analysis has determined that, even with the implementation of measures to promote non-vehicular modes of travel, shared parking and other demand management strategies, there is a projected shortfall of public parking of approximately 500 spaces. As part of the Pier 8 development, there are opportunities to create public parking within the development, avoiding the need for a stand-alone parking structure. It is necessary to incorporate any public parking (which would be above and beyond the required parking for a multiple dwelling building) into the design and construction of the planned residential development. As such, time is of the essence to commence with actions to implement this public parking opportunity.

The updated West Harbour Parking Strategy includes the following action items:

1. Integrate public parking supply of approximately 300 spaces in an underground parking garage on Pier 8, on Blocks 1, 4, 12 and 16 (beneath the proposed 45-storey tower) as part of Waterfront Shores Corporation's development;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 4 of 16**

2. Pause Pier 4 Area Above-Ground Parking Structure Location Study and Financial Analysis;
3. Implement a Paid Parking Program on the Pier 8 Temporary Surface Parking Lots and On-Street Along Guise Street;
4. Increase West Harbour Transit Service through HSR's Transit Growth Strategy;
5. Implement Traffic Demand Measures (TDM);
6. Monitor and Manage Parking Demands Associated with Public Use and Municipal-Interest Uses;
7. Proceed with Improvements to Pier 8 Temporary Parking Lots;
8. Ensure Waterfront Shores Provides Parking Associated with Private Development, consistent with City's Zoning By-law 05-200, as amended;
9. Continue to utilize Remote Lots at Bayfront Park and Eastwood Park to accommodate peak parking events; and,
10. Explore opportunity to incorporate HSR Transit end-of-line location near Williams Café or west end of Guise Street near Leander along with public restrooms.

Together these actions comprise a comprehensive strategy addressing the dynamic and evolving nature of the redevelopment of the waterfront.

Alternatives for Consideration – See Page 15

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: As an outcome of the 2017 Parking Strategy, funds were identified for conducting a Pier 4 to 7 Surface and Structure Parking Feasibility Study and for constructing a parking garage. Specifically, the costs relating to the preparation of the 'above-ground' Feasibility Study for \$300,000 were previously authorized through West Harbour Capital Account No. 4411706105, with \$282,358 remaining available. The forecasted budget for the associated parking garage is \$36,100,000, however remains unfunded. A decision relative to the funding a below-grade parking structure within the Pier 8 "Area of Focus" would be considered by Council in a future Capital Budget process beginning in 2028 and beyond.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 5 of 16**

As an outcome of the 2024 Updated West Harbour Waterfront Parking Strategy, staff are recommending that financial impacts associated with securing public parking spaces within the Area of Focus, as identified in Appendix “B” to Report PED24151 will be reported back to the West Harbour Development Sub-Committee in Q4 2025. The funds previously identified for conducting the Pier 4 to 7 ‘above-ground’ parking structure Feasibility Study will be redirected for assessing the feasibility of the ‘below-grade’ parking structure within the Waterfront Shores’ future development of Pier 8. Any costs associated with assessing financial impacts of integrating public parking spaces within the Pier 8 development will be funded by Capital Account No. 4411706105.

Staffing: There are no staffing implications associated with this Report. Existing staffing resources will be used to manage legal, administration and real estate processes outlined in Report PED24151.

Legal: Legal Services will be required to assist in the preparation of the necessary documents required to complete the requisite agreements to facilitate the Recommendations of Report PED242151 as well as assessing the legal implications related to these agreements.

HISTORICAL BACKGROUND

Below are several pertinent Council decisions related to:

- Pier 7 and 8 Parking Study (2016) and Waterfront Parking Study (2017);
- Development application appeals, settlement process and land tribunal decisions;
- Pier 8 Greenway disposition process; and,
- Pier 8 Block 16 proposed residential tower.

While each of these matters are separate and distinct, together they provide a chronological history of the evolution of the parking context and serve as a basis for staff’s recommendation to pursue public parking within Blocks 1, 4, 12 and 16 on Pier 8.

- On October 18, 2017, Council received Information Report PW17076, titled “Status of West Harbour Waterfront Parking Strategy”, which contained a technical summary needs assessment and outlined actions to implement the Parking Strategy;

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 6 of 16**

- On September 11, 2019, Council approved Confidential Report PED14002(i), titled “Pier 8 Development Agreement between the City of Hamilton and Waterfront Shores Corporation”, identifying the framework to be used within the negotiated Development Agreement;
- On September 22, 2020, the Local Planning Appeal Tribunal issued a decision pertaining to Pier 8 lands. The decision included an order that all required parking must be provided within the geographic area comprised of Blocks 1 through 16;
- On April 26, 2023, Council approved staff Report PED23078 titled, “West Harbour Redevelopment: Interim Conditions and Transition Plan” with information about measures being undertaken by staff to implement temporary road closures, temporary parking lots and improvements and sidewalks on Pier 8;
- On April 26, 2023, Council approved staff Report PED23039 titled, “Potential Parking Layout Improvements and Greenway for the Pier 8 Development”, with directions to: authorize staff to submit a rezoning application to permit underground parking within the Pier 8 Greenway blocks; authorize staff to negotiate agreements with Waterfront Shores to dispose of the below-grade portion of the Greenway enabling the construction of consolidated underground parking beneath the Greenway; and directed staff to explore the opportunity to accommodate public parking within Pier development blocks;
- On October 11, 2023, Council approved staff Report PED23201 titled “Application for a Zoning By-law Amendment for Lands Located at 65 Guise Street East, Hamilton” which recommended approval of rezoning the Greenway lands from P5 to P5-Exception to permit underground required parking, subject to a Holding Provision;
- On November 22, 2023, Council approved staff Report PED22031(a) titled “Applications for an Official Plan Amendment and Zoning By-law Amendment for Lands Located at 65 Guise Street East (Pier 8, Block 16), Hamilton” which recommended approval of redesignating and rezoning lands to permit a maximum 45 storey mixed use building, subject to a Holding Provision. This application was appealed to the Ontario Land Tribunal, however, was subsequently withdrawn resulting in the amendments coming into effect on April 15, 2024;
- On June 26, 2024, Council received information Report titled PED17181(g) “West Harbour Re-Development Plan – Status Update” which provided an update about long-term parking for the West Harbour area, noting that addressing long-term parking needs in the waterfront area remains an outstanding issue; and,

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 7 of 16**

- On July 12, 2024, Council approved staff Report PED23039(a) titled “Pier 8 Development: Waterfront Shores Development Agreement, Greenway Strata Title, and Delegated Authority” which authorized staff to finalize agreements with Waterfront Shores Corporation that would enable Waterfront Shores Corporation to proceed with underground parking, while retaining the at-grade portion in City’s ownership as a pedestrian corridor.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not applicable.

RELEVANT CONSULTATION

The following departments were consulted for input:

- Planning and Economic Development Department:
 - Economic Development Division (Municipal Land Development Office (MLDO), Corporate Real Estate Office (CREO));
 - Transportation Planning and Parking (Parking Operations; Transportation Planning Services);
 - Tourism and Culture Division (Tourism and Events);
- Public Works Department:
 - Engineering Services (Waterfront Development Office);
 - Transit (Transit Planning and Infrastructure); and,
- Corporate Services:
 - Legal.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Planning for parking spaces, whether associated with private or public development, has evolved in recognition of the importance of lessening dependency on vehicular transportation and supporting modal shifts towards transit, cycling and biking, as well as implementing a range of Traffic Demand Management strategies such as carshare, bikeshare, parking space pricing, and shared parking spaces between land uses.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 8 of 16**

Expansive free parking areas are no longer viable or appropriate options within an urban and intensifying context, of which the waterfront is becoming.

Much of the existing public parking supply at the waterfront will no longer be available as Pier 8 development progresses; the loss of public parking spaces is directly linked to the timing and phasing of mixed-use residential development of waterfront land (e.g. Waterfront Shores development blocks on Pier 8).

While this loss of free surface parking marks the transition of a redeveloping industrial waterfront towards a new vibrant mixed-use neighbourhood, there will be impacts - some of which are to be expected as people adjust to an urban context, some are to be managed, and others are to be avoided.

Providing too much parking encourages greater levels of vehicular use, is costly and undermines efforts to promote sustainable transportation options. Conversely, providing too little can have impacts of spill-over parking into surrounding streets, result in slower uptake of development, impact the viability/functionality of land uses, and discourage people from enjoying the waterfront and accessing other public investments such as parks and various waterfront activations and events. These perspectives were articulated in reports prepared by consulting firm, IBI in 2016 and 2017 as inputs into the West Harbour redevelopment planning process and remain relevant today.

The first study titled “Pier 7/8 Parking Study, 2016” informed the site-specific zoning regulations for required parking standards associated with private development now in place and applicable to Pier 8 development blocks. As such, parking requirements will be addressed at the site plan stage.

The second study titled, “Waterfront Parking Strategy, 2017” evaluated future parking needs for existing and future uses in the West Harbour between Pier 4 and 8 and recommended an overall parking supply and management strategy. This study estimated that there would be need for approximately 500 new parking spaces in the longer term to support waterfront needs, excluding Pier 8 development. Given the passage of time, a reassessment of parking needs has been undertaken and is presented later in this Report PED24151.

It is important to note that parking standards associated with many public uses and park and open spaces do not exist as they do within the Zoning By-law for private uses such as residential, commercial, or office. As such, it is prudent for the City to conduct careful assessment of existing supply, projected demand, changing area context as well as to employ Traffic Demand Management strategies, to determine the right amount of vehicle parking to support the healthy function of the waterfront and adjacent areas.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 9 of 16**

It also warrants noting that the City's required parking standard in the downtown has been reduced; however, standards applicable to Pier 8 remain unchanged as they were approved as part of the site-specific Official Plan Amendment and Zoning By-laws. Planning applications such as variances or zoning by-law amendments would be required to implement alternative parking standards at the waterfront.

Defining Public Parking at the Waterfront

Public parking is a public asset serving a range of public interests and viability of the City's lease interests, including:

- Supporting the healthy function of other public investments such as a potential future library at the Discovery Centre, parks and open spaces such as Copps Pier and HMCS Haida national historic site, public events and programming such as diverse waterfront activations;
- Serving as a component of the tourism infrastructure at the waterfront;
- Mitigating impacts to the adjacent existing neighbourhood and local streets should there be inadequate vehicle parking at the waterfront;
- Supports the healthy function of City's lease interests such as Williams Café, Parks Canada, banquet facilities and boat clubs; and,
- Supportive parking needs relative to the City-owned West Harbour Marina.

For the purposes of this Report, "public parking" is to mean a vehicle parking space that serves visitors to:

- Municipal parks and open spaces;
- Special Events Advisory Team events on City land;
- Institutions and agencies such as a library or historic site; and,
- Lands/buildings associated with the City's third-party leasehold interests such as boat clubs, banquet facilities and restaurant(s).

Public parking spaces may be free of charge or subject to a fee. The term "publicly accessible parking" generally implies a vehicle parking space available to a member of the public, often subject to a fee, and is operated by a private party. For example, there are numerous parking lots within the Downtown core that are available for use by the public, but not operated by Hamilton Municipal Parking Authority.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 10 of 16**

At the time of this Report, there has been no determination on the operating model for public parking and/or publicly accessible parking.

Status Update – Implementation of 2017 West Harbour Parking Strategy

In 2017, IBI Group, the City's consultant retained to completed parking assessment completed the Waterfront Parking Strategy. This Study contained a technical assessment of existing conditions (parking supply and demand), proposed development, analysis of parking scenarios, and future parking needs. The studies outlined a parking management plan and recommended parking a strategy and used to inform the zoning for the required parking rates associated with the nine development blocks across Pier 8 to be developed by the City's development partner, Waterfront Shores Corporation.

The Parking Study was premised on finding the right balance between projected demand with supply. The Parking Study identified need for approximately 500 new parking spaces in the longer term. This need was in addition to the parking to be provided for the Waterfront Shores development. The need was driven by a number of factors including planned new waterfront activities as well as the reduction in existing surface parking due to development. The study identified two potential locations for new parking supply: one on Pier 8 and the other on the Leander Drive lot at near Pier 4.

Subsequent to the completion of the Study, Council received staff Report PW17076, titled "Status of West Harbour Parking Strategy", which contained a technical summary needs assessment and outlined actions to implement the Parking Strategy which included:

- Ensuring parking for new development is provided consistent with rates specified in the Pier 8 zoning By-law;
- Planning the provision of required parking spaces associated with Waterfront Shores development;
- Creating temporary surface parking on Pier 8 to address interim shortfalls of parking in Piers 4 to 7;
- Planning for the construction of a new parking structure(s) to support the Waterfront Recreation Master Plan vision;
- Using remote lots at Bayfront and Eastwood Parks;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 11 of 16**

- Implementing Travel Demand Management (TDM) strategies;
- Introducing paid public parking over time; and,
- Supporting new mobility options.

Report PW17076 stated that staff will:

- a) Initiate a Parking Structure Location Study and Financial Analysis for the Leander Drive area near Pier 4. The study will also look at various staging options and delivery strategies for public parking;
- b) Continue to work with existing users, such as the Waterfront Trust, the Hamilton Port Authority and marina users, to manage changes to parking supply and demand;
- c) Work with the future developer of Pier 8 to secure publicly accessible parking; and,
- d) Continue to monitor parking demand over time in relation to development activity in order to manage supply delivery.

Since that time, staff have been implementing a range of the actions including:

- Establishing site-specific zoning standards for required parking associated with Waterfront Shores Pier 8 development;
- Implementing a range of Transportation Demand Management measures such as the commercial E-scooter program, the flexible car-share program, expanded bike parking, construction of new cycling infrastructure to support mode shifts and enhanced Hamilton Street Railway service frequencies;
- Implementing various improvements to the temporary surface parking lots on Pier 8;
- Conducting on-going liaising with the City's third-party lease interests such as Williams Café, Parks Canada, banquet facilities and boat clubs; and,
- Commencing discussions with Waterfront Shores to explore public parking opportunities on Pier 8.

Evolution of West Harbour Development Context

As Waterfront Shores Corporation, the City's development partner for Pier 8, advanced the detailed design of the various development blocks, dialogue with City staff confirmed an opportunity with significant benefit to the overall amenity, design and

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 12 of 16**

function of Pier 8. The opportunity to enhance the Pier 8 vision is to be realized by enabling Waterfront Shores to consolidate underground required parking between the development blocks, within the below-grade portion of lands referred to as the “Greenway”, while retaining the surface portion of the Greenway as an east-west pedestrian corridor in public ownership. The consolidated underground parking areas will lead to a better functional design of the neighbourhood, and also provides an opportunity to incorporate public parking into the underground structure.

In June 2024, Council directed staff to finalize negotiations with Waterfront Shores to dispose of the below grade strata of the Greenway enabling Waterfront Shores to construct a parking garage, while retaining the at-grade strata for a publicly owned pedestrian corridor. Negotiations for Greenway Strata agreement are nearing completion.

While the below grade parking garage is to accommodate the required parking spaces associated with the private development, it also is an opportunity to accommodate public spaces within the garage structure.

In April 2023, Council directed staff to explore public parking opportunities, and dialogue with Waterfront Shores has confirmed the opportunity to accommodate public parking within Block 16, the development block that was subject to the 2023 Council decision to approve the 45-storey tower.

This Report advances the discussion with Waterfront Shores Corporation. As Waterfront Shores works prepares detailed designs of the proposed tower, they will need confirmation of the City’s interest in integrating public parking spaces within the future private development, as it will inform their design of the building, driveway access points and site layout.

Transit Service Enhancements

Hamilton Street Railway has made significant investments in transit service through the 10-Year Local Transit Strategy, adopted in 2015, that support the 2017 West Harbour Parking Strategy. Early work to address system deficiencies targeted the 20 A-Line, improving frequencies and reliability for service to Pier 8 along the James Street corridor. More recent improvements targeting service standards affected both the 20 A-Line and four Bayfront routes that serve West Harbour, with 91% of all Hamilton Street Railway boardings occurring on routes meeting all service standards as of Fall 2024.

In January 2025, the next Transit Growth Strategy will be brought forward for Council approval. Building off extensive consultation and technical work, the Transit Growth Strategy prepares Hamilton’s transit network for Light Rail Transit service and shifts to a

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 13 of 16**

hub-to-hub network model. The next Transit Growth Strategy sees continued investment in transit service in and around West Harbour, notably:

- Increased service on the 20 A-Line and four Bayfront routes, with buses arriving more frequently and running longer hours every day of the week;
- Extended service to Pier 8 on the 27 Upper James route, with more frequent buses and longer service hours; and,
- A major transit hub envisioned at West Harbour GO station, within a 5-to-10-minute walk of many waterfront sites, with nine bus routes connecting to locations across the Mountain, Ancaster, and the lower City.

As a result of these changes, West Harbour will be better connected to the rest of Hamilton by public transit. With proposed increases in service in the Transit Growth Strategy, 41% more Hamiltonians will live within a 30-minute transit ride of West Harbour. Overall, 245,000 Hamiltonians will be able to reach West Harbour within 45 minutes on transit by the end of the Transit Growth Strategy – up from 196,000 today.

As a result of these changes, West Harbour will be as easy to reach by transit as popular destinations like Gage Park, Locke Street, and Eastgate Square today. This reflects West Harbour's growing importance to the City's recreational, tourism, and placemaking goals, as this section of the waterfront currently compares to Mountain Transit Centre and Ancaster in access by transit terms.

Update Parking Supply/Demand Assessment

As previously noted, staff prepared a technical assessment in 2017 based on a consultant study which identified a shortfall of parking spaces. One of the intended outcomes of the Piers 7 and 8 study was to inform the zoning standards related to Waterfront Shores development of Pier 8. That zoning is now in effect, the parking standards will be applied at the site plan stage for each development.

With the zoning in place, parking for the Pier 8 development will be the responsibility of Waterfront Shores to provide. Based on estimated development levels, and applicable zoning, approximately 1,422 parking spaces would be required for the private components of the development. It is expected that this supply will be provided throughout the development blocks and will be adequate for the needs of the private development.

In addition to the private development, there are a number of other public uses and related developments that will generate parking demands. Each of these are discussed

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 14 of 16**

below while more specific assumptions are included in Appendix “C” to Report PED24151.

Pier 6 and 7 Development Blocks

- The Pier 6 and 7 development blocks are planned to include approximately 12,204m² of residential development, 5,489 m² of commercial development and two public buildings. Based on parking rates consistent with transit-oriented development and applying a shared parking rate, it is estimated that this development will generate a need for approximately 280 spaces. Given the narrow configuration of Pier 6 and 7 and proximity to the shoreline, there is minimal potential to include parking as part of the development. As such, parking will need to be off-site.

Pier 8 Public Uses

- A number of public uses will remain or be enhanced on Pier 8 including Williams Café, the Discovery Centre which is being planned to include a new Library, and the various outdoor amenities/spaces such as the skating rink, Copps Pier, Children’s Play Area and Boardwalks. Parking demands for these uses are highly variable by season and time of day; however, based on surveys, application of typical parking rates for the library and other information/insights it is estimated that collectively these uses will generate a demand of approximately 159 spaces. This includes an allocation for visitors to the Haida and assumes a high shared parking rate. It is likely that demand will exceed this estimate during peak times. Typical weekend demand is estimated to be approximately 350 vehicles for Pier 8 public uses. Observations throughout summer 2024 confirmed that there is a growing demand for general visitor parking with many weekends seeing parking overflowing into residential areas.

Marine-related uses

- The waterfront has historically and will continue to host a number of marine related buildings. Key uses include the Royal Hamilton Yacht Club, Leander Rowing Club, Hamilton Sailing Club and Harbour West Marina. In 2015, detailed parking surveys were conducted throughout various days of the week and revealed that the demand for these uses ranged from approximately 107 cars on a typical (non-event) weekday to 317 parked cars on a special event weekday. Weekend usage ranged from 226 – 335 observed vehicles, excluding vehicles parked in on-street spaces and other locations such as Bayfront Park/Eastwood Park. At the time, on a peak weekend parking demand exceeded parking supply; and,

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 15 of 16**

- More recent observations were made during summer fall 2024 and confirmed that similar parking demand existed. One a typical Thursday evening, in September 2024, it was estimated that the overall parking utilization for waterfront parking was between 80 and 90%. On weekends, cars are observed parking illegally in many areas due to shortages in supply.

Parking Supply Changes

- With the development of Pier 6 and 7 and Pier 8, the majority of existing surface parking will be displaced by development. The only parking that will remain is approximately 338 spaces in the Leander Rowing Club and Royal Hamilton Yacht Club lots, as well as on-street parking; and,
- The result of this updated assessment is that the City remains in a projected shortfall of a minimum of 500 spaces, notwithstanding Hamilton Street Railways transit service enhancements, and the implementation of a range of Traffic Demand Management measures. This figure is representative of typical weekday demands. On summer weekends and evenings where there are events, the parking shortfall is projected to be in the order of 850 spaces at full build-out. While it is possible to accommodate some of this shortfall in off-site locations such as Bayfront Park, parking shortfalls are such that parking is likely to infiltrate into neighbourhoods, with increased illegal parking and associated problems.

Recommended Amendments to West Harbour Parking Strategy

Based on rationale above, staff recommend a series of Actions as part of implementing the Updated West Harbour Parking Strategy, as outlined in Appendix “A” to Report PED24151.

Next steps

Subject to Council approval of recommendations of Report PED24151, staff will proceed with negotiations with Waterfront Shores in relation to incorporating public parking within the Area of Focus, and report back to West Harbour Development Sub-Committee in Q2 2025. It is important that a decision made on the integration of public parking into Pier 8 “Area of Focus” due the amount of lead time required into designing the building, associated parking and related parking agreements with Waterfront Shores.

ALTERNATIVES FOR CONSIDERATION

Council could choose to pursue an alternative parking supply strategy which would focus on the construction of a stand-alone parking structure on the Leander Lot. This is

**SUBJECT: Updated West Harbour Waterfront Parking Strategy, 2024 (PED24151)
(Ward 2) - Page 16 of 16**

not recommended as this structure would not be as optimally located as an integrated parking structure on Pier 8.

Council could also choose to not pursue any option to secure future public parking. This is not recommended as the impacts of not providing public parking are likely to result in negative impacts on adjacent neighbourhoods and potentially impact the overall viability of the City's Vision for Waterfront development.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED24151 – Updated West Harbour Parking Strategy,
November 2024

Appendix "B" to Report PED24151 – Area of Focus for Public Parking Opportunity with
Waterfront Shores

Appendix "C" to Report PED24151 – Technical Assessment of Public Parking
Requirements

Updated West Harbour Parking Strategy, November 2024

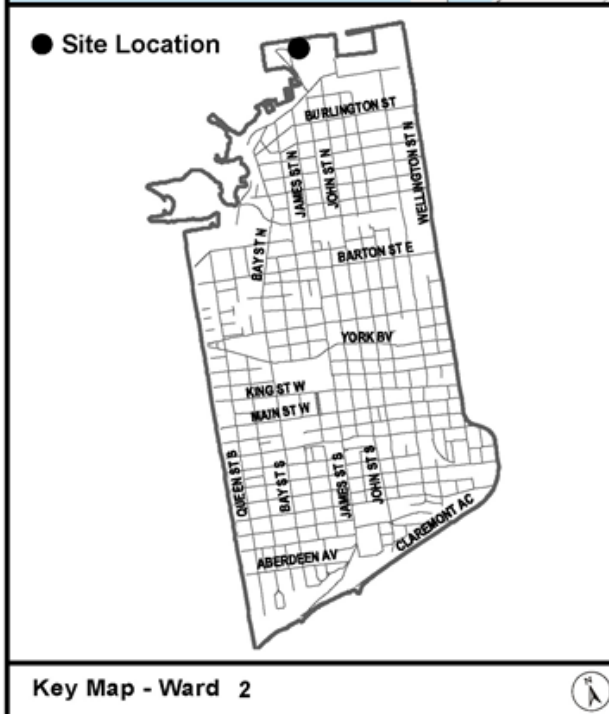
Action Item	Target	Lead
<p>1) Integrate Public Parking Supply on Pier 8 as part of Waterfront Shores Corporation’s Development.</p> <p>Negotiate with Waterfront Shores Corporation, based on the 2024 Technical Assessment of Public Parking Requirements, to secure up to 300 public parking spaces within the future underground parking structure on Pier 8 within the Area of Focus as illustrated on Appendix “B” to Report PED24151.</p> <p>Concurrent to this negotiation, staff will assess financial implications of securing public parking spaces, and suitability of various operating models. Options to be assessed will include: capital cost expenditure for parking spaces; deductions from the net closing proceeds on the sale of the development blocks with Waterfront Shores; cost recovery; etc.</p> <p>Capital and operating implications associated with these spaces will be identified concurrent to the negotiation process and reported back to Committee/Council for decision prior to finalizing a public parking agreement with Waterfront Shores Corporation.</p>	Q4 2025	MLDO
<p>2) Pause Pier 4 Area Above-Ground Parking Structure Location Study and Financial Analysis.</p> <p>This study should be paused and can be reinitiated subject to outcomes of ongoing monitoring of the waterfront’s evolving parking supply/demand context warranting additional spaces beyond any additional spaces accommodated within the Waterfront Shores development on Pier 8.</p> <p>Funds previously approved for conducting the Above-Ground Parking Structure ‘feasibility study’ will be used for costs associated with the assessing capital and operating costs of public parking options on Block 16, which is the current “Area of Focus” for public parking.</p>	Not Applicable	MLDO
<p>3) Implement a Paid Parking Program for Waterfront Lots and On-Street Along Guise Street</p>	Q2 2025	Transportation and Parking Services

<p>Introduce paid public parking for existing lots to manage demand and encourage use of sustainable transportation modes. Initial focus is planned for Pier 8 and vicinity. Each of the lots would be identified with a City parking zone number and equipped with parking machines.</p> <p>It is expected that this will be a net positive impact on parking revenues through the collection of paid on-street parking and enforcement. There will be small cost for installation of equipment which has been budgeted for within Transportation and Parking Services budget.</p>		
<p>4) Increase West Harbour Transit Service</p> <p>Hamilton Street Railway (HSR) is introducing the next Transit Growth Strategy in January 2025. While the plan is currently in draft, including implementation phasing, it envisions significant improvements in service for the West Harbour area.</p> <ul style="list-style-type: none"> - Increasing service frequencies on today's 20 A-Line and 4 Bayfront routes - Extending service span to run 5am-2am on weekdays and Saturdays, 6am-1am on Sundays. - Extending 27 Upper James to serve Pier 8 via James, Wellington / Victoria, and Burlington - Restructuring the network to create a new transit hub at West Harbour, with nine routes serving the mountain, lower city, and Ancaster connecting at West Harbour GO. <p>These service level enhancements will be funded through City's operating budget process.</p>	On-Going	Transit
<p>5) Implement Travel Demand Measures (TDM)</p> <p>Staff will continue to implement measures identified in the 2016 Pier 7/8 Transportation Demand Management Detailed Report, IBI.</p> <p>Staff will implement the following proposed measures including:</p> <ul style="list-style-type: none"> - Paid parking on Pier 8 - Increased transit service - Shared parking arrangements between uses - Shared ride - Vallet bike parking during events - Bike share locations - Community-based social marketing 	On-Going	Corporate-Wide (MLDO, Planning, Transportation and Parking Services), Transit

<p>- Incorporate additional TDM measures as part of Waterfront Shores development for private uses, at time of site plan application.</p> <p>The above initiatives can be incorporated into work plans for the Sustainable Mobility Team and in combination with Hamilton's Smart Commute.</p>		
<p>6) Monitor and Manage Parking Demands Associated with Public Use and Municipal-Interest Uses</p> <p>Continue to monitor and manage parking demands associated with:</p> <ul style="list-style-type: none"> (i) Increasing visitors to the public open spaces such as Copsps Pier, James St. Plaza, and events as the waterfront serves as city-wide waterfront public amenity and tourist destination; (ii) Additional visitors in relation to the Hamilton Public Library's vision for reuse of the Discovery Centre as a library, Indigenous gathering space, exhibit/gallery, café and visitor amenities; (iii) Changing visitor patterns to City's third-party leasehold interests including: Leander Boat Club, Royal Hamilton Yacht Club, Hamilton Bay Sailing Club, Harbour West Marina, Macassa Bay Yacht Club, and Williams Fresh Café; (iv) Projected increase of visitors associated with Parks Canada HMCS Haida National Historic Site and need for the spaces relative to Parks Canada offices; (v) Elimination of Temporary Surface Parking Lots on Pier 8 as development by Waterfront Shores progresses across Pier 8; and, (vi) Elimination of currently available public parking spaces in the lot near Leander to accommodate required parking spaces associated with the four (4) development blocks located on Piers 6/7, through a real estate agreement related to the disposition process. <p>Issues and opportunities that arise shall be reported via West Harbour Development Sub-Committee staff reports as required.</p>	<p>On-Going</p>	<p>MLDO; CREO; Transportation and Parking Services.</p>
<p>7) Proceed with Improvements to Pier 8 Temporary Parking Lots</p>	<p>Q2 2025</p>	<p>Engineering Services</p>

<p>Proceed with constructing improvements to the existing temporary parking lots (e.g. gravel or asphalt enhancements, sidewalks, driveway accesses).</p> <p>Costs associated with these improvements have previously been approved through staff Report PED23078 West Harbour Redevelopment: Interim Conditions and Transition Plan.</p>		
<p>8) Ensure Waterfront Shores Provides Parking Associated with Private Development, consistent with City's Zoning By-law.</p> <p>Waterfront Shores will be required to provide parking spaces associated with Pier 8 development as part of future site plan applications for each of the nine (9) development blocks across Pier 8. The City will work with Waterfront Shores to confirm parking requirements associated with private development.</p>	<p>At Site Plan Application and Building Permit Application Stages</p>	<p>MLDO; Planning Division; Building Division</p>
<p>9) Utilize Remote Lots at Bayfront Park and Eastwood Park</p> <p>Utilize remote lots at Bayfront Park and Eastwood Park to supplement parking needs during peak weekends and special events. Promote parking availability at these locations during large events and add signage.</p>	<p>On-Going</p>	<p>Transportation and Parking Services</p>
<p>10) Explore opportunity to incorporate HSR Transit end-of-line location near Williams Café or west end of Guise St. near Leander along with public restrooms through the Transit Growth Strategy.</p> <ul style="list-style-type: none"> - HSR's Transit Growth Strategy sees nearly a dozen routes operating in the West Harbour area, including nine intended to terminate at West Harbour GO. Work is currently underway to identify how these routes could operate out of a new facility at West Harbour GO. A new facility would require joint study by Metrolinx and the City of Hamilton to advance. - Reducing the number of buses terminating at West Harbour GO in favour of end-of-lines along the waterfront reduces the cost and complexity of implementing the Transit Growth Strategy while improving transit access to and from the West Harbour waterfront. - An end-of-line location can be lightweight in approach. A new end-of-line would require 1-2 bus bays, access to washrooms for operators, and customer amenities like shelters and benches that 	<p>Timeframe to be determined as part of implementation of Transit Growth Strategy</p>	<p>Transit</p>

<p>can be provided through the waterfront's own street furniture programs.</p> <p>Budget impacts associated with implementing this action item will be identified through future Council decisions related to the City's Transit Growth Strategy.</p>		
---	--	--



Location Map

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number: Area of Focus – Public Parking Opportunity	Date: October 31, 2024	Planner/Technician: AS/NB
--	----------------------------------	-------------------------------------

Subject Property

- Area of Focus - Public Parking Opportunity
- The "Greenway", comprised of Blocks 12, 13 and 14, Hamilton (Ward 2)
- Lands Subject to City of Hamilton and Waterfront Shores Corporation (WSC) Development Agreement, comprised of Blocks 1, 2, 3, 4, 5, 6, 7, 8 and 16
- Pier 8 Plan of Subdivision

Technical Assessment of Public Parking Requirements

Typical Weekday

Development Site/Activity	Estimated Parking Demand	Supply (Base)	Surplus/ (Deficiency)	Assumptions	Parking Supply Approach
Pier 6 and 7 Development Blocks					
Residential (~12,204 sq. m)	109	-	(109)	Based on average 0.5 spaces per unit	Off-site parking required due to development site constraints
Commercial (~5,489 sq. m)	110	-	(110)	Based on 2 spaces per 100 m2 non-residential	Off-site parking required due to development site constraints
New Public Buildings	61	-	(30)	Based on 3 spaces per 100 m2 with 50% shared parking reduction	Public Parking
Total Pier 6 and 7	280	-	(249)		
Pier 8 Public Uses					
Discovery Centre/Library	49	-	(49)	Based on ITE Parking Generation Rate	Public Parking
Williams Café	35	-	(35)	Based on ITE Parking Generation Rate	Public Parking
Waterfront outdoor amenities/spaces	75	-	(75)	Estimated Based on Existing Demand	Public Parking
Total Pier 8 Public Uses	159	-	(159)		
Marine Related Uses					
Royal Hamilton Yacht Club (RHYC)	41	-	-	Based on observed existing demand	Public Parking
Leander Rowing Club/ Hamilton Sailing Club	39	-	-	Based on observed existing demand	Public Parking
Harbour West Marina	27	-	-	Based on observed existing demand	Public Parking
Boat Slips	191	-	-	Based on 0.3 spaces per slip, demand varies by day/season	Public Parking
Total Marine-Related Uses	298	338	40		
General Waterfront Activities					
	100		(100)	Notional estimate (Highly variable)	Public Parking
Total (excluding Pier 8 development)	837	338	(499)		

Typical Weekend

Development Site/Activity	Estimated Parking Demand	Supply (Base)	Surplus/ (Deficiency)	Assumptions	Parking Supply Approach
Pier 6 and 7 Development Blocks					
Residential (~12,204 sq. m)	109	-	(109)	Based on average 0.5 spaces per unit	Off-site parking required due to development site constraints
Commercial (~5,489 sq. m)	110	-	(110)	Based on 2 spaces per 100 m2 non-residential	Off-site parking required due to development site constraints
New Public Buildings	61	-	(30)	Based on 3 spaces per 100 m2 with 50% shared parking reduction	Public Parking
Total Pier 6 and 7	280	-	(250)		
Pier 8 Public Uses					
Discovery Centre/Library	49	-	(49)	Based on ITE Parking Generation Rate	Public Parking
Williams Café	35	-	(35)	Based on ITE Parking Generation Rate	Public Parking
Waterfront outdoor amenities/spaces	265	-	(265)	Estimated Based on Existing Demand	Public Parking
Total Pier 8 Public Uses	349	-	(349)		
Marine Related Uses					
Royal Hamilton Yacht Club (RHYC)	116	-		Based on observed existing demand	Public Parking
Leander Rowing Club/ Hamilton Sailing Club	108	-		Based on observed existing demand	Public Parking
Harbour West Marina	47	-		Based on observed existing demand	Public Parking
Boat Slips	191	-		Based on 0.3 spaces per slip, demand varies by day/season	Public Parking
Total Marine-Related Uses	462	338	(124)		
General Waterfront Activities					
	100		(100)	Notional estimate (Highly variable)	Public Parking
Total (excluding Pier 8 development)	1191	338	(853)		



WEST HARBOUR DEVELOPMENT SUB-COMMITTEE

November 26, 2024



Photo credit: Dave Gruggen

Public Parking is a Public Asset Serving a Range of Public Interests

Various Municipal Assets:

- ✓ **Public Parking** 
- ✓ Storm Water / Water / Wastewater
- ✓ Waste and Diversion
- ✓ Transportation
- ✓ Parks and Open Space
- ✓ Recreation
- ✓ Civic Facilities
- ✓ Cemeteries
- ✓ Transit
- ✓ Information Technology



Waterfront Parking Strategy is Multi-Pronged and Will Evolve over Time

- Use of available existing public parking supply at remote lots (Bayfront and Eastwood)
- Existing and Enhanced Transit Service
- Provision of Cycling and Walking Infrastructure, Transportation Demand Management Measures
- Use of Pricing Strategies for Paid Parking
- Monitor and Manage and Recalibrate Strategies as area Develops
- Additional public parking spaces for vehicles

Projected Parking Shortfall

- Updated Analysis projects a shortfall of 500 (weekday) – 850 (weekend) parking spaces at full-build out of Waterfront
- Projected shortfall is due to displacement of existing parking by development, as well in additional public uses (excludes Pier 8 development)
- Projections take into account high levels of transit/walking/cycling, use of remote parking, and shared parking between uses
- Notwithstanding projected shortfall, there is a need to find the right balance between demand and supply: Too much parking is as harmful as too little
- Insufficient parking can impact roles of the West Harbour, being both a city-wide destination and neighbourhood
- Parking supply and paid parking can be phased in

Components: Updated Parking Strategy

1. Integrate parking spaces in development
2. Pause Pier 4 Above Ground Parking Structure Study
3. Paid Parking
4. Increased Transit Service
5. Implement Range of Travel Demand Measures
6. Monitor and Manage Evolving Parking Demands
7. Temp Parking Lot Improvements
8. Ensure Required Parking within Pier 8 is Provided
9. Use Remote Lots
10. Explore End-of-Line Transit Infrastructure

Integrate Public Parking Underground – Pier 8 “Area of Focus”

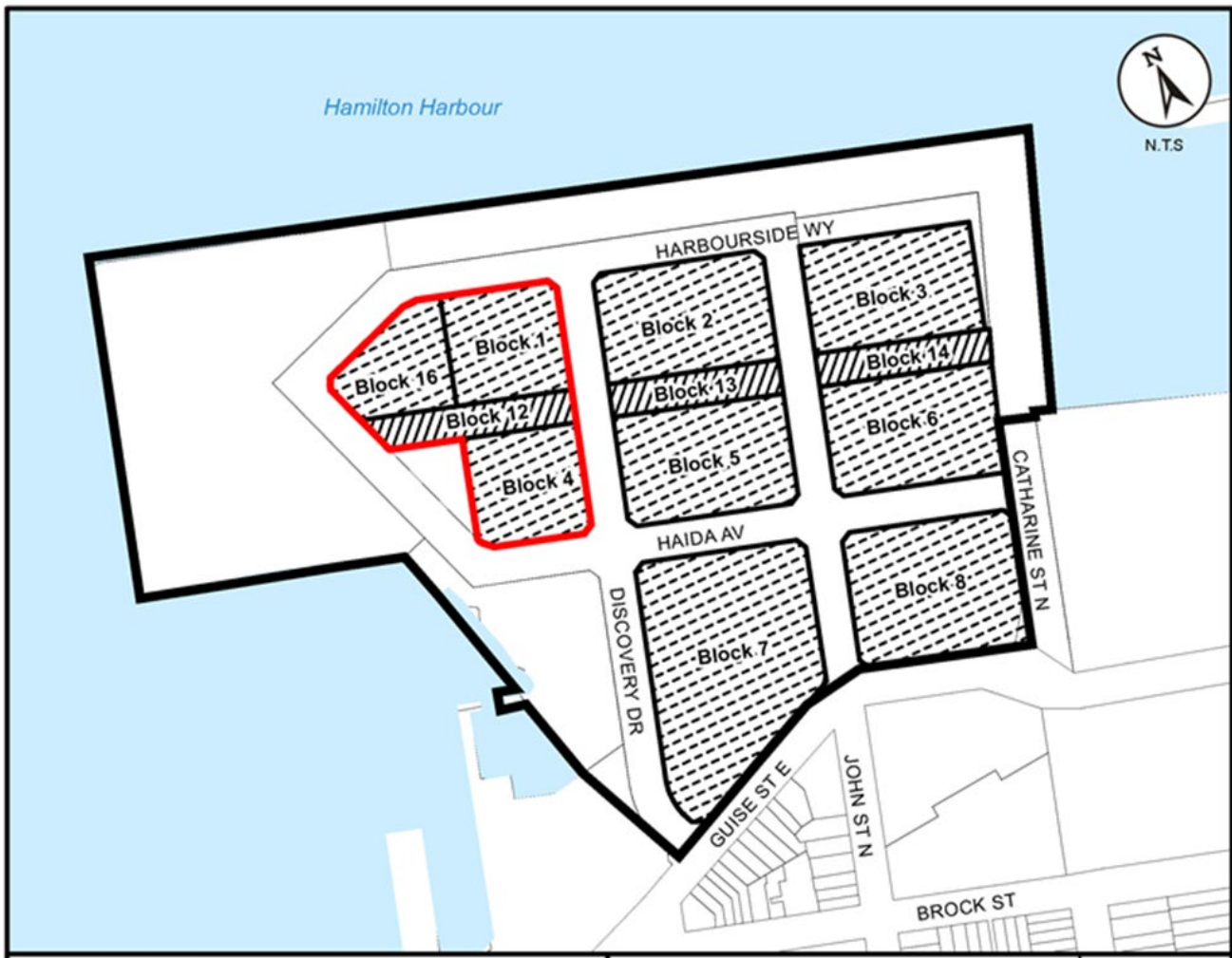
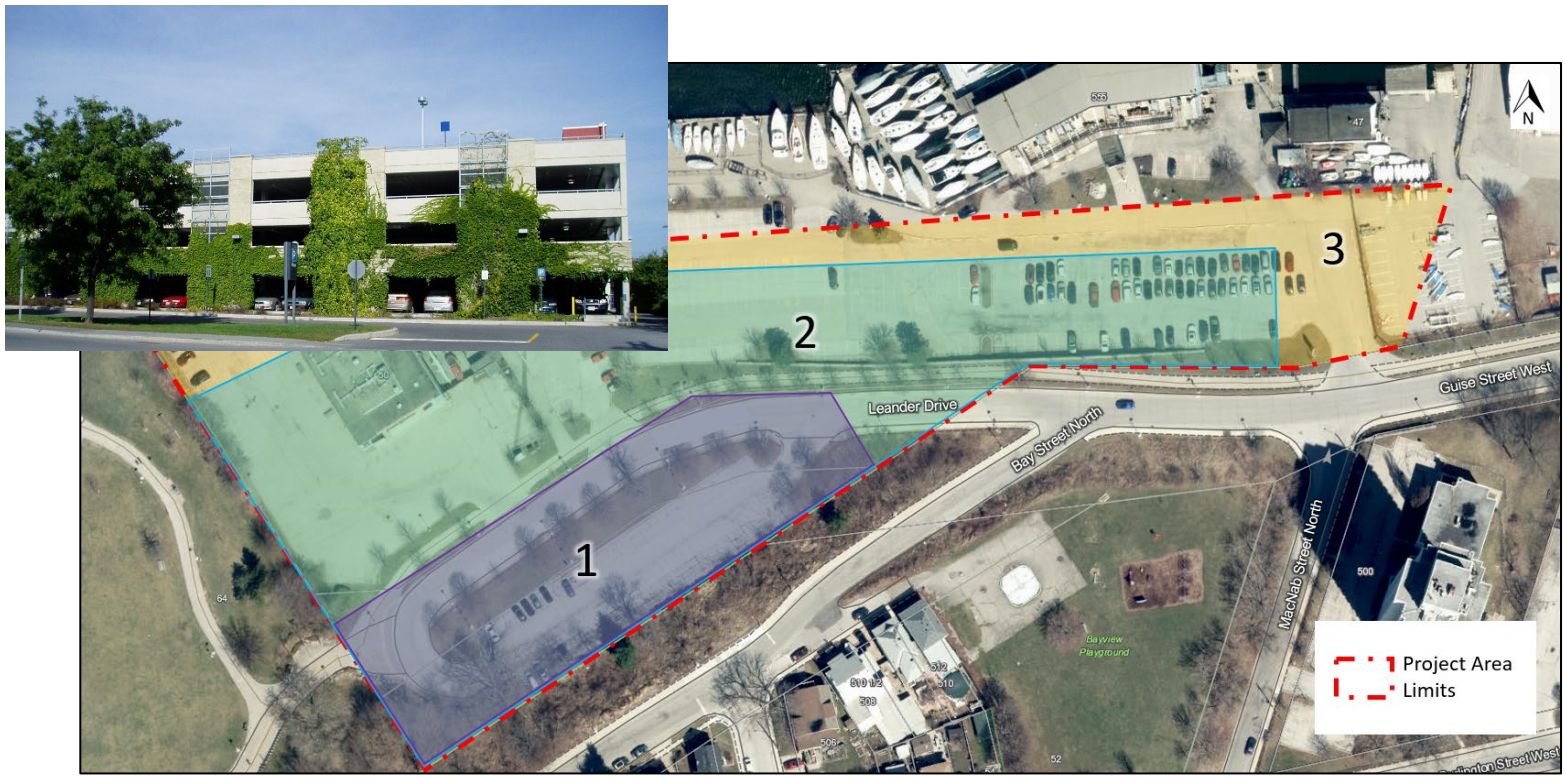




Photo credit: Dave Gruggen



Previously identified locations for potential parking structure (Leander lots)

Source: Google



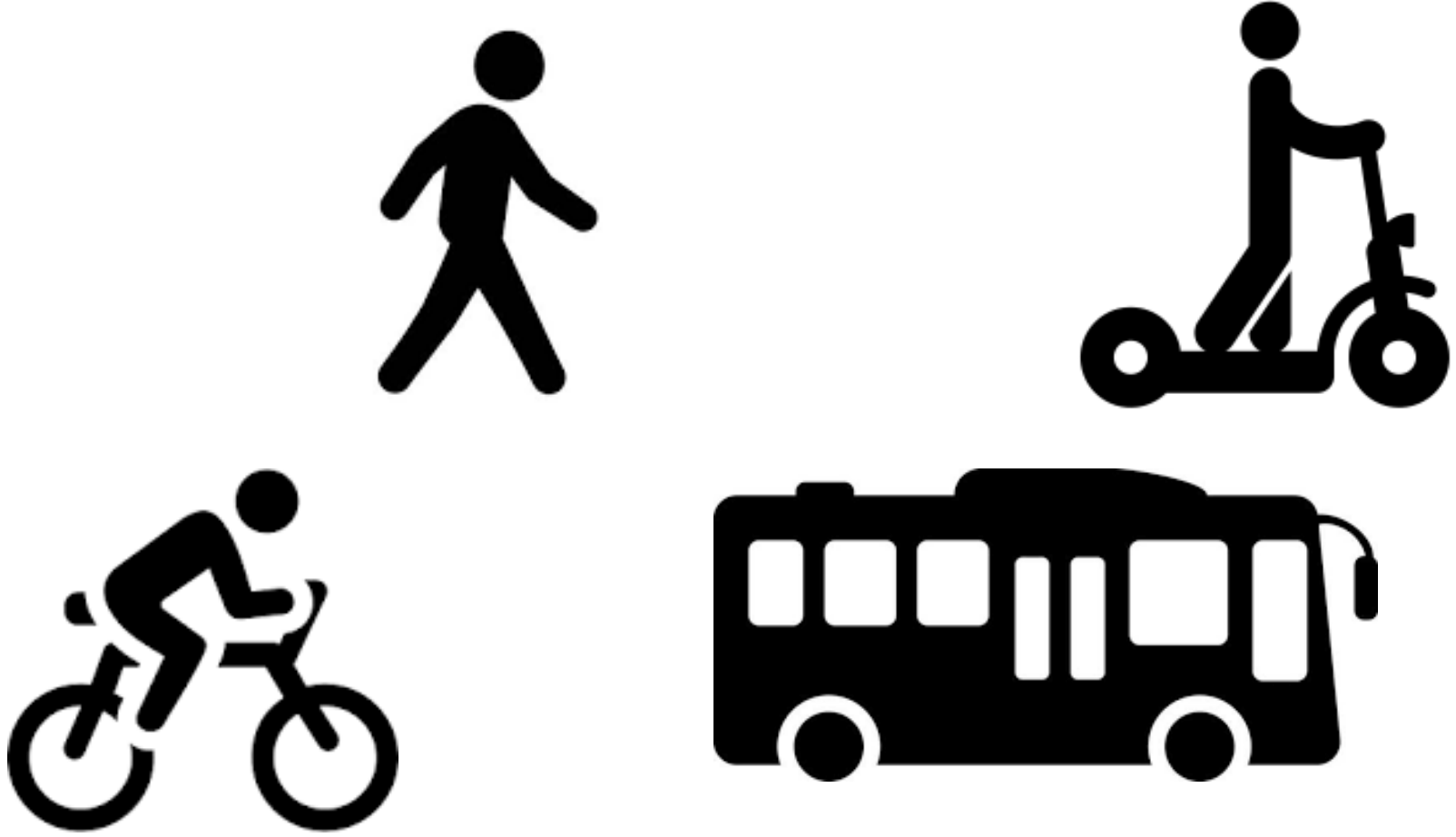
Source: Google

Increase West Harbour Transit Service and Explore HSR

Transit End-Of-Line Locations (Williams or Leander Areas)

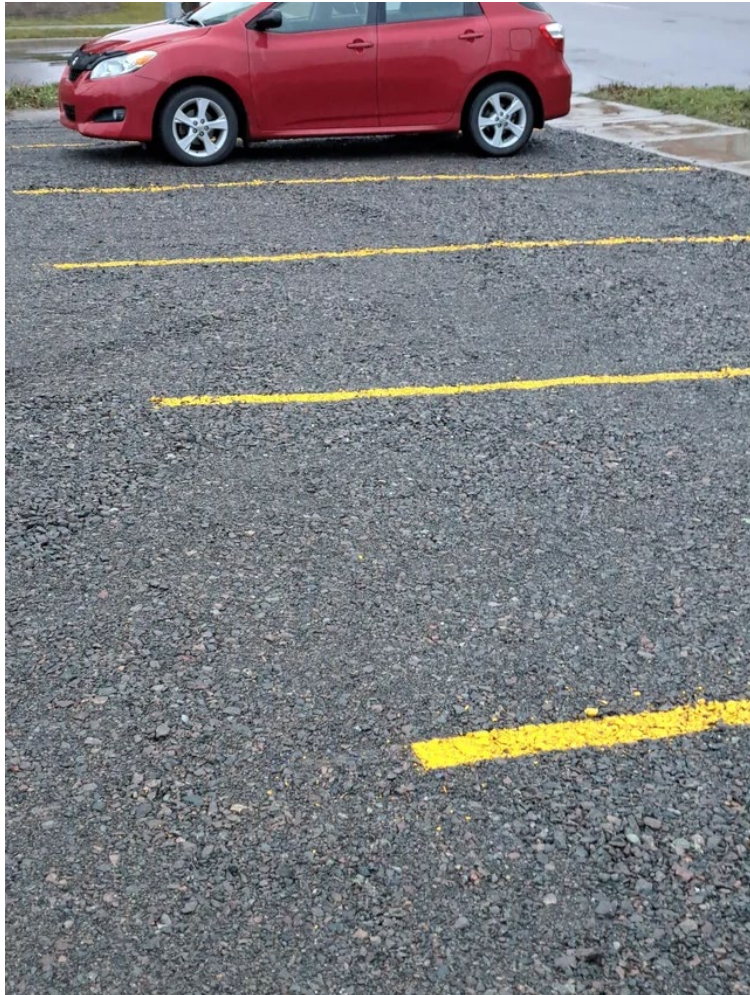


Source: Google 11



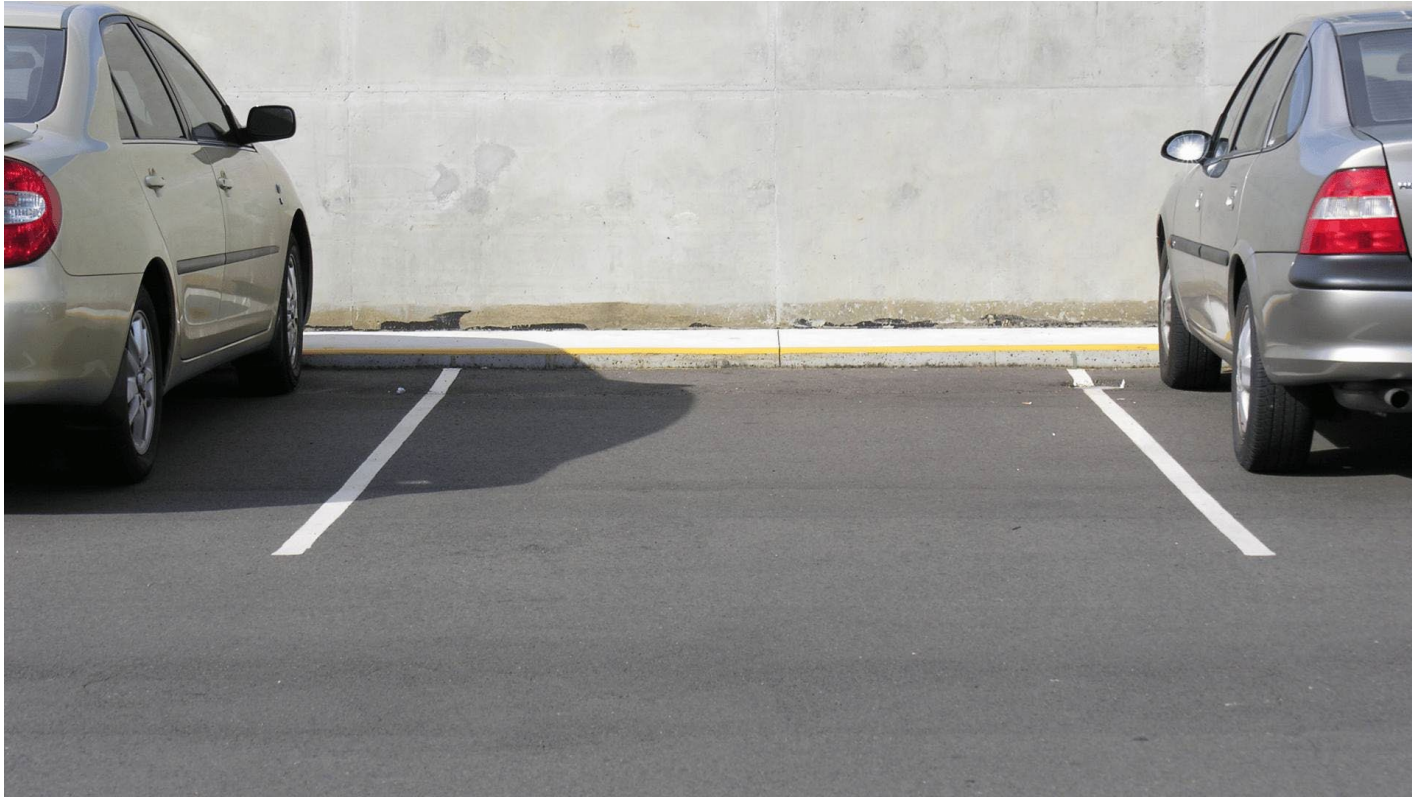
Source: Google 12

Proceed with Improvements to Pier 8 Temporary Parking Lots



Source: Google

Provision of Private Parking Spaces within Waterfront Shores Pier 8 Development

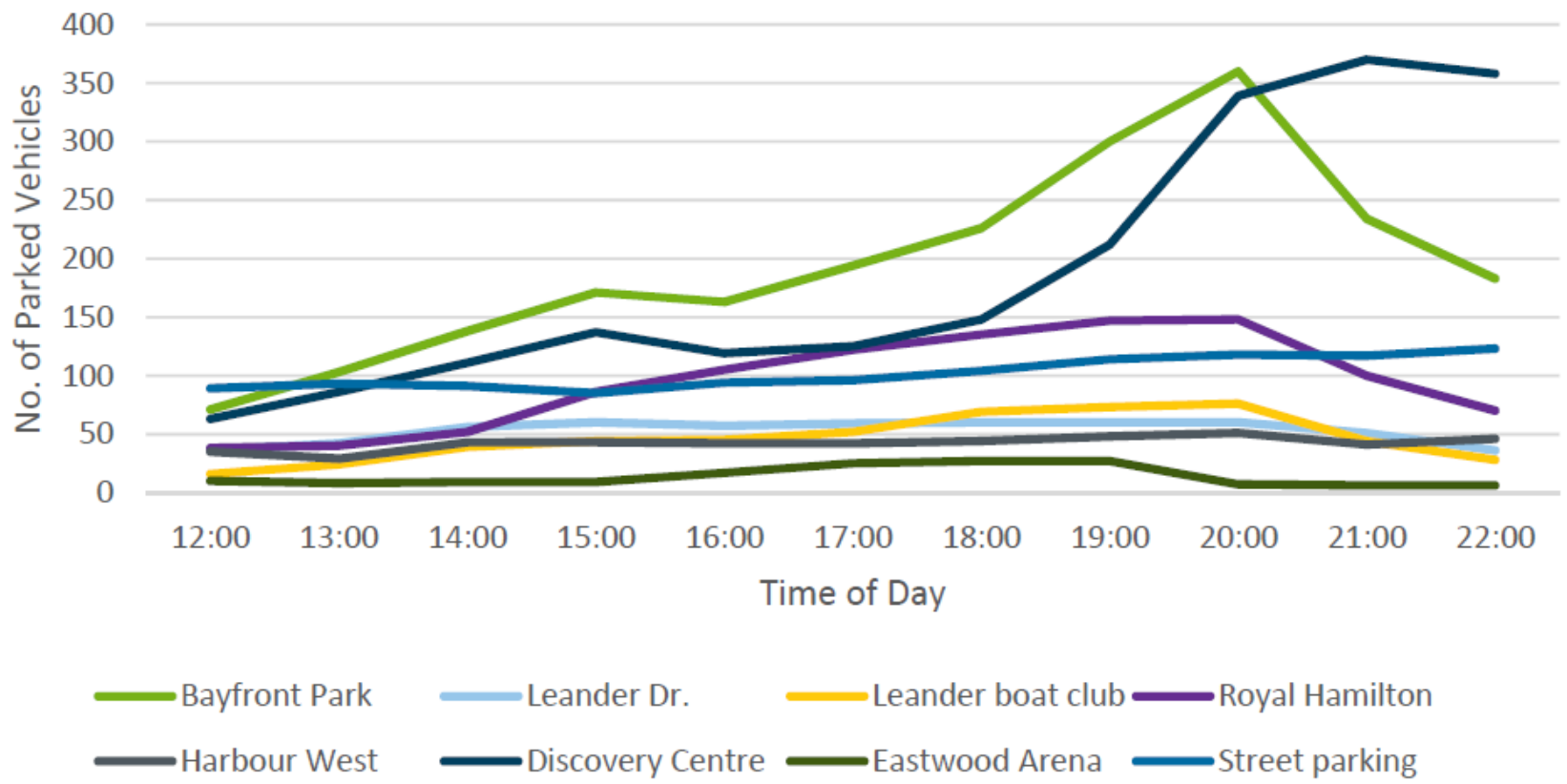


Source: Google

Utilize Remote Lots (Bayfront Park and Eastwood Park)



Source: Google



Source: Google

- **Approve** the Updated West Harbour Parking Strategy
- **Negotiate a parking agreement** with Waterfront Shores to integrate 300 public parking spaces within the “Area of Focus” on Pier 8
- Concurrent to negotiations, City staff to **assess ownership/operating model options** and financial implications and **report back** to Committee/Council prior to finalizing the agreement



INFORMATION REPORT

TO:	Chair and Members West Harbour Development Sub-Committee
COMMITTEE DATE:	November 26, 2024
SUBJECT/REPORT NO:	West Harbour Re-Development Plan - Status Update (PED17181(h)) (Ward 2)
WARD(S) AFFECTED:	Ward 2
PREPARED BY:	Chris Phillips (905) 546-2424 Ext. 5304 Ed English (905) 546-2424 Ext. 5461 Andrea Smith (905) 546-2424 Ext.
SUBMITTED BY:	Norm Schleeahn Director, Economic Development Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

The West Harbour Development Sub-Committee periodically reviews the status of the West Harbour Re-Development Plan (the Plan), which consists of capital infrastructure and construction projects, as well as complementary projects necessary to facilitate private-sector and public-space development. The Plan is led and managed by an inter-departmental team of senior staff within the Planning and Economic Development and Public Works Departments, with significant and on-going support from Corporate Services Department, including Finance, Legal Services, and others. Previous status reports during the past term of Council include:

- February 26, 2019, Report PED17181(a) entitled “West Harbour Re-Development Plan Implementation - Status Update”;
- February 26, 2019, Report PW17075(b) entitled “Status of West Harbour Implementation”;
- September 9, 2019, Report PW17075(c) entitled “Status of West Harbour Implementation”;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 2 of 8**

- October 22, 2019, Report PW19090 entitled “West Harbour Strategic Initiatives Piers 5-7 Public Realm Capital Works”;
- December 2, 2020, Report PED17181(b) entitled “West Harbour Waterfront Re-Development Plan - Implementation Status Update”;
- January 17, 2022, Report (PED17181(c) entitled “West Harbour Re-Development Plan - Implementation Status Update”;
- July 19, 2022, West Harbour Re-Development Plan - Status Update (PED17181(d)) (Ward 2);
- April 14, 2023, West Harbour Re-Development Plan – Status Update (PED17181(e));
- November 7, 2023, West Harbour Development Plan – Status Update (PED17181(f)); and,
- May 29, 2024, West Harbour Development Plan – Status Update (PED17181(g)).

To date, Council has approved approximately \$100 million of an original \$140 million capital plan to enhance the existing uses and enable the planned new uses within the Pier 6, 7 and 8 area. Completed projects include the following:

- Re-construction of the Pier 7 shorewall and creation of the new public waterfront boardwalk and temporary boat slips;
- Breakwater structure and City-owned Marina dock and boat slip renewal;
- Pier 8 shorewall rehabilitation;
- Relocation of the Hamilton Police Service Marine Unit building;
- Decommissioning of the former Marina (Macdonald Marine) site;
- Parking and Parking Structure Location Studies;
- Pier 8 Underground Water and Sanitary Services and Above-ground roads;
- Pier 8 Wastewater Pumping Station and Forcemain;
- Copps Pier Park;

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 3 of 8**

- Pier 6 and 7 shorewall rehabilitation, including purpose designed fish habitat infrastructure;
- Pier 6 and 7 water's edge public boardwalk;
- Pier 8 Misting Station;
- "All Our Relations", public art project led by local Indigenous artist, Angela DeMontigny; and
- Pier 6 and 7 Public Space.

This Report emphasizes the progress from Q2 2024 to Q3 2024.

INFORMATION

1. Waterfront Animation and Programming

Free programming has been offered at Pier 8 since 2021 to animate City-owned outdoor public spaces along Copps Pier Park and at the Discovery Centre. For 2024, community organizations and local businesses were hired to create a series of free public events with the goal of providing a variety of activities co-created with community, draw residents to the waterfront, and to demonstrate creative ways that these spaces can be used. Programming has been created to complement existing experiences offered by the Waterfront Trust and Parks Canada.

The following programming and animation activities for 2024 were funded through the West Harbour Waterfront Animation and Programming capital project ID 4412306105:

1. Annual maintenance of the street mural created by Clear Eyes Collective;
2. Pop-Ups at Pier 8 returned with six events taking place August 10-24 including vintage markets, themed movie nights, family programming and an ABBA themed dance party;
3. New Hope Community Bikes brought their Ride Smart Bike Rodeo program to the pedestrianized roads at Pier 8 every Tuesday evening in August. To further celebrate the new pedestrian space, City staff organized additional programming on Aug 13 and 20 with a Mini Open Streets;
4. Earth Wind and Choir coordinated an eclectic monthly summer concert series called Pitch Blender at the Pier featuring a wide range of music in collaboration

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 4 of 8**

with other art forms like spoken word and visual arts. The series took place on July 21, August 18 and September 15;

5. Blk Owned organized the Summer Soul Session events at Copps Pier Park with a Caribbean Celebration on August 25 and a Cookout Y2K Old School Vibes event on September 22. Both events featured food options, live performances and a BIPOC vendor marketplace; and,
6. Steel City Inclusive Softball Association partnered with several inclusive sports leagues to organize the Queers at the Pier: Sports Edition event at Copps Pier Park on September 28. The event featured local drag performers, musicians, and lip sync performers.

2. Discovery Centre

On November 22, 2023, Council approved GIC Report 23-031, including recommendations contained in Report PED21090(e)/HSC23073. Generally, the Council approval included the following:

- The Hamilton Public Library was identified as the City of Hamilton's partner in developing a Proposed Concept for the Discovery Centre building, and will lead the Work Plan process; and,
- The Preliminary Option for the future use of the Discovery Centre building is defined as redesigning the facility to incorporate: a library services area; Indigenous community gathering space; exhibits and gallery space; café; and visitor amenities.

Attached to this Report is a project update prepared by staff at the Hamilton Public Library and the City's Indigenous Relations Team for the period of May 2024 to November 2024 (refer to Appendix "A" to Report PED1718(h)).

3. Pier 6 and 7 Public-Space and Commercial Village Construction

The Pier 6 and 7 projects has transformed an old asphalt parking lot and boat storage and maintenance facility into a new pedestrianized public-space, stretching from the foot of James Street North to the water's edge, and will include both public and commercial uses.

The project was divided into two phases. Phase 1, included new shorewall rehabilitation, proceeded with under-water fish habitat for ecological revitalization of the water quality within the Harbour, and concluded with the construction of the

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 5 of 8**

boardwalk, that cantilevers over the water's edge in many places. Phase 1 was completed in December 2022.

Phase 2 included the above-ground surface areas including a new gateway plaza with the "All Our Relations" public art feature at the foot of James Street North, the construction of the tree-lined Waterfront Trail, a tree garden, and other landscaping features through the interior space, and a fixed pedestrian bridge connecting the new boardwalk to the existing Pier 7 boardwalk and boat slips.

The James Street Plaza will be a prominent new gateway, as visitors will be welcomed to enter the area directly from James and Guise Streets, with unobstructed views and access to the site. The plaza will include both a viewing platform at Guise Street, as well as fully accessible active transportation features, both stairs and ramping systems, to safely navigate the grade-changes from the site's south entrance to the water's edge amenities.

Construction on Phase 2 began in July 2022, with substantial completion obtained in August 2024, which allowed for public access to the area to be restored. There continues to be elements in the final stages of completion.

There are projects that will continue to be designed and constructed within the Pier 6 and 7 area including two-new public buildings at the foot of James Street North at the water's edge, several significant shade-structures, a retractable bridge at the Royal Hamilton Yacht Club sailing school basin, additional landscaping features, and four-development blocks slated for a proposed future commercial village.

It is expected that a more formal grand opening event will take place in the Spring 2025, to celebrate the official public opening of the space for the 2025 spring and summer season.

4. New Public Use Facilities - Pier 6

The West Harbour Recreation Master Plan contains the original vision for an area referred to as the "Main Basin" which includes incorporating multi-purpose public buildings and spaces to animate the area at the foot of James Street North and MacNab Street. The Master Plan also calls for distinctive architecture and sustainably designed buildings as a "showcase" and "model" for other developments in Hamilton.

Translated to today's context, two new public use facilities, consisting of a building and pavilion along with a number of shade structures, are envisioned for this area. These public facilities will complement other existing public amenity areas at the

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 6 of 8**

waterfront such as Cops Pier Park, James Street Plaza area, new public uses at the Discovery Centre, as well as the planned future private development blocks at Pier 6 and 7 and Pier 8. The function of these public facilities can respond to evolving community needs as the waterfront development evolves over time and transitions into a new mixed-use community.

Staff are developing the project plan for this initiative and establishing a project team. As part of the project work ahead, staff will be confirming project cost estimates and programming plans for the public facilities, as well as defining the parameters for architectural design of the facilities. Given the City's interest in ensuring design excellence at the waterfront, a procurement process was recently completed to retain professional architectural advisory services to design and implement a design competition. The firm, DTAH, was the successful Proponent. The design competition is a key component of the project, which will be followed by the detailed design and construction phases. The Patrick J. McNally Charitable Foundation has generously donated funds for conducting a Design Competition for these public facilities.

Updates will be provided to the West Harbour Development Sub-Committee as this project progresses.

5. Macassa Bay Renewal

On June 7, 2023, Council approved GIC Report 23-018, including recommendations contained in Report PED23123 titled, "Indigenous-Focussed Macassa Bay Public-Space Design Process". Generally, the Council approval included that staff be directed:

- To develop and initiate an Indigenous-focused conceptual design process, as the first phase of work for Macassa Bay Renewal: Shoreline Naturalization and Area Enhancement Project; and,
- That the design process should advance the actions of the City's Urban Indigenous Strategy, including identified strategic themes of "Land", "Spirit" and "People".

The goal of the project is to develop a new vision for Macassa Bay and a process to implement the vision, in a collaborative partnership with members of the Indigenous community.

A project team has formed involving staff from within the Municipal Land Development Office, Indigenous Relations Team, Landscape Architecture Services, Heritage Resource Management, Parks and Cemeteries, Watershed Management

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 7 of 8**

and Engineering Services. Engagement with members of the Indigenous community has commenced, with meetings scheduled in June, September, and November of this year. Feedback obtained from the Indigenous community is foundational to the project and will serve as a key input into developing the concept for the renewal of Macassa Bay. The feedback will also be used to inform term of reference documents associated with future procurement processes for services required for conducting detailed design and construction work.

Also, engagement with community organizations, agencies and members of the public will also occur during the concept development phase of the project. Project communications will occur through a variety of channels including the updates to the West Harbour webpage at www.hamilton.ca/westharbour.

6. Tourism Opportunities – Request for Information to Animate the Waterfront

With the success of the public improvements to the West Harbour waterfront and in-line with the West Harbour (Setting Sail) Secondary Plan, staff from the Economic Development and Tourism and Culture departments, are working to bring further activation and animation to the West Harbour.

In order to proceed in a transparent manner, staff will undertake a Request for Information (RFI) process to animate the waterfront and harbour, specifically Bayfront Park to Pier 8. The objective is to promote season-long and year-round enjoyment and appreciation of the waterfront, as well as support and encourage marine activity, from passive recreational activities like paddle boats to larger opportunities like cruise attractions.

Staff have met with internal and external stakeholders, including but not limited to:

- (External) Hamilton Oshawa Port Authority, Hamilton Police Marine Unit, Royal Hamilton Yacht Club, Leander Boat Club, HMCS Haida (Parks Canada), Bay Area Restoration Council, and,
- (Internal) Environmental Services (Parks and Cemeteries, and Landscape Architectural Services), Economic Development (Corporate Real Estate Office, and Municipal Land Development Office); Recreation.

Based on these conversations, the following criteria have been drafted for any potential waterfront operators. Any potential operator must:

- Fit harmoniously within the surrounding neighbourhood; operate within existing noise and other relevant by-laws;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: West Harbour Re-Development Plan - Status Update (PED17181(h))
(Ward 2) - Page 8 of 8**

- Complement existing amenities and ensure the activity is an appropriate “fit” within the surrounding landscape and waterfront developments;
- Ensure operations do not impede public access and enjoyment of the adjacent land at all times;
- Ensure year-round attractiveness of on-land and on-water presence; and,
- Contribute to making Hamilton waterfront a destination.

Once the Request for Information process is complete, staff will report back with the findings and recommendations for next steps.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED17181(h) – Discovery Centre Project Update, May 2024 to Nov, 2024

Discovery Centre Project Update

Project update period (May 2024 to November 2024)

Prepared by the Hamilton Public Library and City's Indigenous Relations Team

Project Summary and Strategic Alignment

The Hamilton Public Library is leading a Work Plan to develop a concept which incorporates: a full-service library branch, Indigenous community gathering space, exhibits and gallery space, café, and visitor amenities.

The Discovery Centre Project envisions a partnership with the urban Indigenous community and the Hamilton Public Library working together to advance reconciliation by creating an Indigenous-led and staffed Indigenous gathering place within the redeveloped space, where stories can be shared about Hamilton's history, including Indigenous stories and those from diverse communities that have shaped Hamilton.

Project is aligned to: Urban Indigenous Strategy, Civic Museum Strategy, Economic Development Action Plan, West Harbour Secondary Plan "Setting Sail", and "Honouring Our Roots – Creating space for Indigenous voices".

Key Project Achievements

- **Collaboration with the urban Indigenous community through on-going outreach and engagement**
The City's Indigenous Relations Team (IRT) and Hamilton Public Library Staff attended the PAANG Celebration of Growth, and Hamilton Regional Indian Centre (HRIC) Pow Wow this summer. Staff also attended the June Circle of Beads meeting.
- **Selection of members for the Study Governance Steering Committee and Working Group**
Terms of reference and membership in both groups has been set. Members are drawn from City of Hamilton staff, IRT staff, Hamilton Public Library staff, and the Indigenous community. Regular meetings will be held from October on. The first meeting of the Working Group was held on October 3. The Steering Committee met on November 5.
- **Library's West Harbour Site Vision Board Committee**
The first meeting of the newly established Board Committee was carried out in May where the terms of reference for the committee were approved and an overview of the Study was provided. The second meeting occurred on September 25, providing project updates with a focus on public engagement for the Study.

Key Planned Actions for Upcoming Period (to Next Scheduled WHDSC Meeting)

- Issuance of the Study Request for Proposal for consulting services
- Community Engagement Strategy and Plan created
- Regular meetings of the Working Group and Steering Committee

Risks / Issues

A cyber-incident has delayed issuance of the Request for Proposal for consulting services and has impacted the timelines for the hiring of the consultant. Additional work was also required to create a procurement process which recognized the input of the Indigenous Community Working Group members. The original timeline called for a Request for Proposal for consulting services to go to market in Q1 2024. This has been delayed until Q4 2024. The delay will likely impact the delivery of the proposed concept.

Resource Update

Financial: The Hamilton Public Library has identified \$250,000 using Library funds to advance the project. There is no financial impact to the West Harbour accounts.

Staffing: Staff capacity with the City and Library has been confirmed as part of forming the Project team.

Community and Parties of Interest Engagement and Communications

- Circle of Beads: Hamilton Public Library and the IRT met with the Circle of Beads in June to bring a progress update.
- Indigenous Community Gatherings: The City’s Indigenous Relations Team and Hamilton Public Library Staff attended the PAANG Celebration of Growth and HRIC Pow Wow this summer.
- Open Streets: Hamilton Public Library attended Open Streets in May and June.

Work Plan Timelines


The Project work plan consists of the following Items and targets:

1. Hamilton Public Library Program Design and Development Study; Facility and Space Needs Assessment (Q1 2024 – Q4 2025)
2. Hamilton Public Library Staff-led Project Work (Q1 2024 – Q1 2026)
3. Indigenous Partners and Community Collaboration (Q1 2024 – Q2 2026)
4. Public and Stakeholder Consultation (Q1 2024 - Q4 2025)
5. Progress Updates (Q1 2024 - Q4 2025)
6. Hamilton Public Library Delivery of Proposed Concept (Q1 2026)
7. Recommendation Report with Proposed Concept to WHDSC (Q2 2026)

Due to the delay in issuing the RFP, the Recommendation Report with Proposed Concept will likely be delayed as a result. A full evaluation of the Study timeline will be completed once the consultant has been brought onto the project and any changes to estimated completion will be reported through future updates.



INFORMATION REPORT

TO:	West Harbour Development Sub-Committee
COMMITTEE DATE:	November 26, 2024
SUBJECT/REPORT NO:	Pier 8 Development – Status Update (PED24162) (Ward 2)
WARD(S) AFFECTED:	Ward 2
PREPARED BY:	Andrea Smith (905) 546-2424 Ext. 6256 Chris Phillips (905) 546-2424 Ext. 5304
SUBMITTED BY:	Norm Schleeahn Director, Economic Development Planning and Economic Development
SIGNATURE:	

The purpose of Report PED24162 is to provide a status update on the Pier 8 Development Agreement between the City and Waterfront Shores Corporation (hereon referred to Waterfront Shores) in relation to nine development blocks across Pier 8 (refer to Appendix “A” to PED24162 – Location Map).

This Report:

1. Recaps the land use planning framework shaping the Pier 8 development vision;
2. Provides background to the solicitation process that led to Waterfront Shores becoming the City’s development partner for Pier 8;
3. Summarizes the key goals and core elements of the Pier 8 Development Agreement relating to the sale of the City-owned lands to Waterfront Shores;
4. Highlights evolution of the planning context since the Pier 8 Development Agreement execution process commenced in November, 2021;
5. Detail progress made to date in executing the Development Agreement; and,
6. Outline next steps.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 2 of 8**1.0 Pier 8 Land Use Framework and Development Vision**

The applicable land use planning framework includes approved Official Plan policies (West Harbour “Setting Sail” Secondary Plan), site-specific zoning with holding provisions, and a registered Plan of Subdivision. Together these planning instruments:

- Enable the former industrial lands on Pier 8 to transform into a mixed-use community consisting of approximately of 1,645 units;
- Permit a development form primarily consisting of buildings four to eight storeys in height across the Blocks, with the exception of a singular 45-storey tower permitted on Block 16;
- Permit approximately 6,500m² (70,000 sq. ft) of commercial space at-grade; and,
- Establish a pedestrian corridor referred to as the “Greenway” in between the nine development blocks across Pier 8, enabling underground parking beneath the Greenway.

Significant investment into public spaces and infrastructure has occurred surrounding the Pier 8 development blocks, enabling the public to enjoy the City’s waterfront asset and ‘readying’ the area for future private development.

2.0 Background: Waterfront Shores as the City’s Development Partner

To advance the development vision, in 2016, City Council directed staff to commence a solicitation process to identify a development partner to transform Pier 8 Blocks 1-8, and 16 into a new mixed-use community. The solicitation documents were evaluated using criteria related to environmental sustainability, housing affordability, design excellence and price. In 2018, Waterfront Shores was identified as the Preferred Proponent as the outcome of a solicitation process comprised of Request for Qualifications and Request for Proposal bid calls.

Upon award, the City and Waterfront Shores negotiated an agreement referred to as the “Pier 8 Development Agreement” (hereon referred to as Development Agreement). The Development Agreement established the roles and responsibilities and contractual relationship between the parties. The Development Agreement delineates a partnership, whereby the City is obligated to fulfil several ‘land-developer’ roles, and Waterfront Shores is obligated to fulfil several ‘builder’ roles.

3.0 Summary: Key Goals and Elements of the Pier 8 Development Agreement

In 2021, the City and Waterfront Shores executed the Development Agreement with a commencement date of November 1, 2021. The Development Agreement was based

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 3 of 8

on a “framework” approved by Council in 2019. The primary goal of the Development Agreement is to facilitate a transaction of City-owned land through a purchase and sale agreement between the City and Waterfront Shores. The specific development terms establish payment instalments a development schedule, milestone dates, and key deliverables such as proformas and appraisals. Together, these terms and conditions move the process towards the sale of the lands to Waterfront Shores.

The Development Agreement contains terms and conditions pertaining to:

- Dates and milestones of the development blocks;
- Financial payment structure, schedule and timing;
- Control and ownership rights to the lands;
- Relationship governance over the course of the relations between the parties;
- Defined obligations of both parties;
- Affordable Housing obligations of the development;
- Environmental and energy consumption obligations of the development;
- Indemnity and Insurance obligations; and,
- Contingency, default, termination, and alternative dispute resolution rights.

This transaction process outlined in the Development Agreement is based on balancing interests of both parties. A core interest of the City is to advance the development in accordance with the development vision so that the City receives financial benefit from the land sale in a timely manner, as well as to generate annual tax earnings. Whereas a core interest of Waterfront Shores is to advance the development when there is confidence that a minimum builder threshold profit can be met, based on development feasibility (e.g. factors such as projected sales revenue and construction costs).

Waterfront Shores is required to produce various deliverables at key points of the Development Agreement execution process. Deliverables include a development phasing plan (which Blocks will be developed and when), and a feasibility proforma prepared by a cost consultant that has been mutually selected by both parties. The Development Agreement is structured such that depending on the outcome of the feasibility proforma, Waterfront Shores has two options:

- 1) If feasible, initiate an appraisal process, and subject to achieving identified sales targets, the process would move towards an “Agreement of Purchase and Sale”

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 4 of 8

(APS). Subject to Waterfront Shores obtaining site plan approval, the City obtains payment at building permit stage of the development process; and,

- 2) If infeasible, the process pauses for a period of six (6) months, for a maximum of three (3) periods for a total of 18 months, at which time Waterfront Shores would have to choose to purchase the lands outright, or to forfeit development rights to the development Block(s). The premise of the pause is to permit a passage of time in which markets and/or construction costs adjust to produce a feasible proforma.

4.0 Evolving Planning Context

On May 24, 2017, Council approved Planning Committee Report 17-009 (Report PED17074), Applications to Amend City of Hamilton Zoning By-law No. 05-200, Approval of a Draft Plan of Subdivision and Temporary Use By-law for Lands Located at Pier 8, 65 Guise Street East. This approval was to incorporate the Pier 8 lands within Zoning By-law 05-200 and approve a Draft Plan of Subdivision in order to allow development of a mixed-use area consisting of commercial, residential, institutional and parkland uses. These applications were subsequently appealed to the Local Planning Appeal Tribunal, now known as the Ontario Land Tribunal.

On July 13, 2018, City Council approved Waterfront Shores as the Preferred Proponent to develop the Pier 8 lands, who were then granted full Party status through the appeal process. As a result, all parties achieved negotiated settlements which were subsequently released as formal Local Planning Appeal Tribunal Orders. The result, the planning instruments for both the Piers 6 and 7 and Pier 8 lands were approved, allowing for the development application processes to proceed for both the commercial village concept on Piers 6 and 7, as well as the residential/commercial/mixed-use development on Pier 8.

Since the Pier 8 Development Agreement commenced in November 2021, two changes to land use permissions occurred, as described below. Both these changes are factors to the Waterfront Shores development phasing plan.

Changes to Permit Parking Under Blocks 12, 13, and 14 – “The Greenway”

In April 2023, Council directed staff to commence a rezoning application to permit underground parking beneath Pier 8 Blocks 12-14 the lands referred to as the “Greenway”. The rezoning application was approved by Council in October 2023, thereby permitting underground parking, subject to a Strata Agreement between the City and Waterfront Shores. A benefit of permitting underground parking is an improved public realm (e.g. reduces area required for surface parking lots and site circulation).

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 5 of 8

Negotiations between the City and Waterfront Shores for the Strata Agreement are substantially underway. The Strata Agreement outlines requirements associated with the disposition of the below-grade portion of the Greenway, while retaining the at-grade portion in City's ownership for a pedestrian corridor across Pier 8. It also sets out the relationship between the at-grade and below-grade portions of the Greenway. Establishing the ability for Waterfront Shores to construct below-grade parking has clear implications to the design and layout of future development proposals and related site plan applications.

Changes to Permit 45-Storey Tower, Block 16

In November 2023, Council approved Official Plan Amendment and Zoning By-law Amendment for Block 16 to permit a maximum 45-storey mixed use building, subject to a Holding Provision. These applications were the outcome of a previous Minutes of Settlement Agreement between the City, Waterfront Shores and Harbour West Neighbours Inc. which required Council consideration of development applications of a mid or tall rise building, subject to an enhanced evaluation process. This application was appealed to the Ontario Land Tribunal, however, was subsequently withdrawn resulting in the amendments coming into effect on April 15, 2024.

5.0 Development Agreement Execution Progress and Current Status

As previously noted, the negotiation period concluded with the finalization of the Development Agreement on November 1, 2021. The City and Waterfront Shores have been fulfilling various obligations as part of executing the agreement as outlined below:

- December 10, 2019: Local Planning Appeal Tribunal (LPAT) Resolution Date which is defined as the date on which the LPAT Resolution was finalized.
- April 21, 2022: City facilitated requirements to obtain a Letter of Acknowledgement that a Record of Site Condition was issued by the Ministry of the Environment, Conservation and Parks.
- November 2, 2022: City facilitated registration of the Pier 8 Plan of Subdivision (referred to as M-Plan, 62M-1287).
- November 4, 2022: Waterfront Shores provided a Site Condition Waiver, an important milestone related to Record of Site Condition noted above.
- November 29, 2022: Waterfront Shores provided a Phasing Plan, commencing March 2023 with Blocks 3 and 6, and closing by May 2037 with Blocks 5 and 16.
- July 14, 2022: Waterfront Shores provided Upfront Payment of \$1.5 Million.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 6 of 8

- November 7, 2023: Waterfront Shores provided second Upfront Payment of \$1 Million.
- December 22, 2023: Waterfront Shores provided a Revised Phasing Plan, commencing April 2024 with Blocks 3 and 6, and closing by June 2038 with Blocks 5 and 16.
- April 30, 2024, Waterfront Shores provided a Feasibility Proforma for Blocks 3 and 6, which determined that the builder threshold profit has not been met. As such, Waterfront Shores has invoked a six-month extension, as permitted, and contemplated in the Development Agreement.

7.0 Discovery Centre and Waterfront Shores Sales Presentation Centre

On February 9, 2022, Council approved Report PED21090(a) which authorized and directed staff to finalize a lease agreement with Waterfront Shores for a portion of the Discovery Centre, with the intent that it would be utilized as a sales presentation centre for the Pier 8 development. The lease was executed effective on October 11, 2022, and commenced March 1, 2023, following the permitted fixturing period after possession and being for a five-year term with a termination option exercisable by the City after three years into the term. The lease does not provide for any renewal/extension options beyond the five-year term that would be available to Waterfront Shores.

Concurrently to the lease negotiations, the process for the Official Plan Amendment and Zoning By-law Amendment for Block 16 to permit a maximum 45-storey mixed use building, was on-going. The result of this process would significantly impact the development plan and the subsequent marketing and sales plans. Therefore, Waterfront Shores informed the City of their intent to await the final planning approvals prior to launching their sales program, delaying the anticipated renovations of the interior space of the building. Upon the Council approvals in November 2023, Waterfront Shores began the feasibility proforma process, that would determine the development and financing costs, the sales pricing, and the timing of the development.

With the overall slowdown in new housing construction at a national, provincial, and local level, developers and builders have been looking at options including reducing the price of new units by lowering construction costs and/or changing the mix of units. This slowdown has had a negative impact on Waterfront Shores' feasibility proforma which has led to them to delay their sales and marketing program and set-up of the Pier 8 presentation centre.

Given the economic conditions and the limited number of years remaining on the short-term lease within the Discovery Centre, Waterfront Shores is reconsidering the location of their future presentation centre. Although the Discovery Centre was viewed as favourable initially, Waterfront Shores is looking to establish a longer-term location for

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Pier 8 Development - Status Update (PED24162) (Ward 2) - Page 7 of 8

the presentation centre that can be utilized throughout the entire duration of the Pier 8 development, which runs counter to the City's long-term plans for the building. Given that Waterfront Shores has not sought to complete its fit-up of the leased premises, discussions are underway between City staff and Waterfront Shores towards an earlier termination of the Lease. Notwithstanding the changed circumstances, Waterfront Shores has been satisfying its financial obligations to the current short-term lease. As anticipated within the Development Agreement, they would look to enter into an agreement to locate their future purpose-built presentation centre on one of the development blocks on Pier 8, with the ability for it to remain in place until the final build-out of the site.

6.0 Next Steps**Preparation for the Next Feasibility Proforma Date and Development Process:**

City staff and Waterfront Shores have continued dialogue to understand the findings of the feasibility proforma during this extension period. The current economic conditions of the housing market are exacerbating the outcome of the proforma analysis which has impacted the Pier 8 development, as well as other proposed developments within the Greater Golden Horseshoe Area and beyond. Notwithstanding the pause, Waterfront Shores remains committed to executing the Pier 8 development and the terms of the Development Agreement with the City.

Waterfront Shores submitted a second proforma on October 30, 2024, as per requirement of the Development Agreement. Staff are reviewing the details of this proforma and will provide further updates to Committee/Council during the Development Agreement execution process.

Waterfront Shores and City staff continue to meet regularly in preparation of the next stage of the development process, which will involve the Site Plan application, building permit, and construction processes.

Discovery Centre:

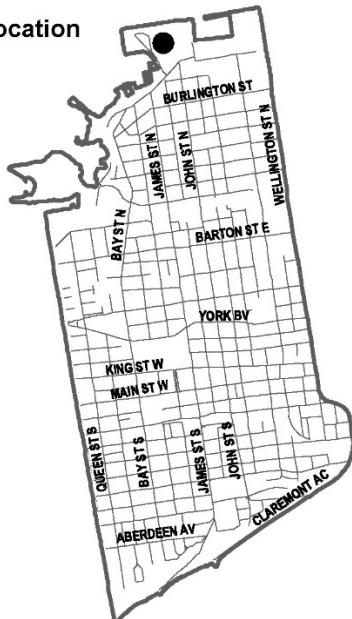
Staff will explore alternative interim uses for the Discovery Centre while the Hamilton Public Library progresses with the feasibility study for reuse of the building, with the objective of increasing animation to the site and obtaining financial revenue to offset building maintenance costs.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED24162 – Location Map



● Site Location



Key Map - Ward 2



Location Map



Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

File Name/Number:

The "Greenway", comprised of Blocks 12, 13 and 14

Date:




February 15, 2023

Appendix "A"

Scale:
N.T.S.

Planner/Technician:
AS/NB

Subject Property

-  The "Greenway", comprised of Blocks 12, 13 and 14, Hamilton (Ward 2)
-  Lands Subject to City of Hamilton and Waterfront Shores Corporation (WSC) Development Agreement, comprised of Blocks 1, 2, 3, 4, 5, 6, 7, 8 and 16
-  Pier 8 Plan of Subdivision