

INFORMATION REPORT

TO:	Chair and Members West Harbour Development Sub-Committee
COMMITTEE DATE:	October 2, 2017
SUBJECT/REPORT NO:	Status of West Harbour Waterfront Parking Strategy (PW17076) (City Wide)
WARD(S) AFFECTED:	City Wide
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SUBMITTED BY:	Marco Oddi Director, Engineering Services (Acting) Public Works Department
SIGNATURE:	

Council Direction

Not Applicable.

Information

❖ Overview - Parking Strategy Context

The purpose of this report is to update Council on the status of the West Harbour Waterfront Parking Strategy study.

The objective of the West Harbour Parking Strategy was to evaluate parking needs for the existing and future uses in the West Harbour area between Pier 4 and Pier 8 to support the City's redevelopment plans for the West Harbour Waterfront. The West Harbour (Setting Sail) Secondary Plan, approved in 2012 indicated the need for a coordinated parking strategy for the waterfront and that parking needs would be guided by the the West Harbour Waterfront Recreation Master Plan for the area west of Pier 8.

For Pier 8, the Secondary Plan contemplated on-street parking and that parking to serve the attractions on Piers 7-8, and the waterfront as a whole, should be consolidated in structures integrated with residential and mixed-use developments on the pier.

To support the redevelopment plans for Pier 8, the Pier 7/8 Urban Design Study (2016) identified preliminary parking needs on each of the development blocks on Pier 8 and with the application for the Pier 8 Draft Plan of Subdivision, areas for on-street parking were also identified. The new zoning by-law approved by Council in 2017 ultimately identified parking requirements for the new development.

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

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As part of the Implementation Plan for West Harbour approved by Council, \$23.5M has been budgeted for in the capital plan for a new parking garage.

❖ Needs Assessment

A technical summary of the needs assessment is included in Appendix A and indicates future parking demand at full build-out of the West Harbour area varies depending on location, but can be separated into two primary areas of need: Piers 4-7 and Pier 8. The need for more parking will be gradual, increasing over time, as the area develops so a strategy for providing parking to meet the demands has been developed.

Although parking on Piers 6 and 7 will have been eliminated with development of public amenity spaces, in the near term there will be an overall surplus in parking at the waterfront being comprised of existing spaces in the Leander Drive area; new spaces within the development on Pier 8; and interim surface parking that will be created on the yet to be developed part of Pier 8.

Of importance with the elimination of parking on Piers 6 and 7 is the growth of the marina that will put pressure on parking needs of boaters and other users in this location. The short term solution for providing parking as growth occurs will be to use the interim surface parking on Pier 8.

Similar to the near term time frame, there will still be an overall surplus of parking in the mid-term, with existing spaces in the Leander Drive area, more new spaces constructed within the development on Pier 8, and the interim spaces in the existing and yet developed areas on Pier 8. Notwithstanding the overall surplus, with growth in visitors and the marina, there will be a shortfall in the Piers 4-7 area. As in the near term, there will be an inconvenience to users of the marina and visitors to Piers 4-7 on busy days where parking may only be available on Pier 8.

At full build-out there will be an overall shortfall in parking as the lands on Pier 8 will be fully developed and the interim parking on Pier 8 disappears. Of importance is that in the Piers 4-7 area the demand will exceed the supply available significantly (over 500 spaces) while on Pier 8 there will only be a modest shortfall of up to 100 spaces. The provision of structured parking is required to address the shortfall.

❖ Future Parking Expansion Options

To address the expected shortfall, the West Harbour Waterfront Recreation Master Plan identified Bayview Park as an option for a parking structure. The Parking Strategy study has reviewed the potential at Bayview Park and found that the site could accommodate approximately 300 spaces, well short of the 500+ spaces needed at full build-out of the area.

The study also found that the existing Leander Drive lot could also be developed to accommodate a parking structure and that the area should be looked at holistically when making a determination of where it should be located.

The Pier 7 and 8 Urban Design Study determined that required parking on Pier 8 could be integrated within each development block, but also identified the potential for a centralized parking structure with up to 600 spaces. This central parking structure could be developed to accommodate longer term demand and public parking needs.

Lastly, Eastwood Park, located within a five (5) minute walk of the waterfront, was also reviewed; however, this location provides its own set of challenges given that it would require parkland and its relative distance to the waterfront may make this site financially unviable.

❖ Financial Context

Provision of structured parking structure could ultimately mean a single structure or multiple structures; e.g. one to address need in the Pier 4-7 area and potentially one at Pier 8 or vicinity. The approximate cost per structured parking space is \$35,000 - \$50,000 depending on location and geotechnical/environmental constraints. This translates into approximately \$18 - 25 million for 500 spaces in the Leander Drive area.

Future parking should be constructed in a phased approach to ensure supply is matched by demand. Paid parking for public parking spaces will be an important financing and revenue tool, but it is also required to manage parking demands. A detailed financial analysis is a recommended next step.

❖ Next Steps

The West Harbour Parking Strategy recommends the following:

- 1) Piers 4-7 - Plan for the construction of a new parking structure to support the development envisioned in the West Harbour Waterfront Recreation Master Plan and to accommodate growth in existing activities.
- 2) Pier 8 - Ensure parking for new development is provided consistent with the rates specified in the Pier 8 Zoning By-law and plan for the provision of a minimum of 1,422 parking spaces on Pier 8 through a combination of integrated parking with development and/or a central parking structure. Create interim surface parking on Pier 8 on the portions of the pier to be developed in later phases.
- 3) Combined West Harbour Areas
 - Utilize remote lots at Bayfront Park and Eastwood Park to supplement parking needs during peak weekends and special events.
 - Implement Travel Demand Management (TDM) strategies for new development and existing waterfront users.
 - Over time, introduce paid public parking for existing lots to manage demand and encourage use of sustainable transportation modes.
 - Provide supportive environment, new mobility options, including car sharing, bike sharing and shared ride options.

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 publically accessible parking.
- d) Continue to monitor parking demand over time in relation to development activity in order to manage supply delivery.

Appendices and Schedules Attached

Appendix A: Technical Summary Needs Assessment