



GENERAL ISSUES COMMITTEE

April 19, 2023

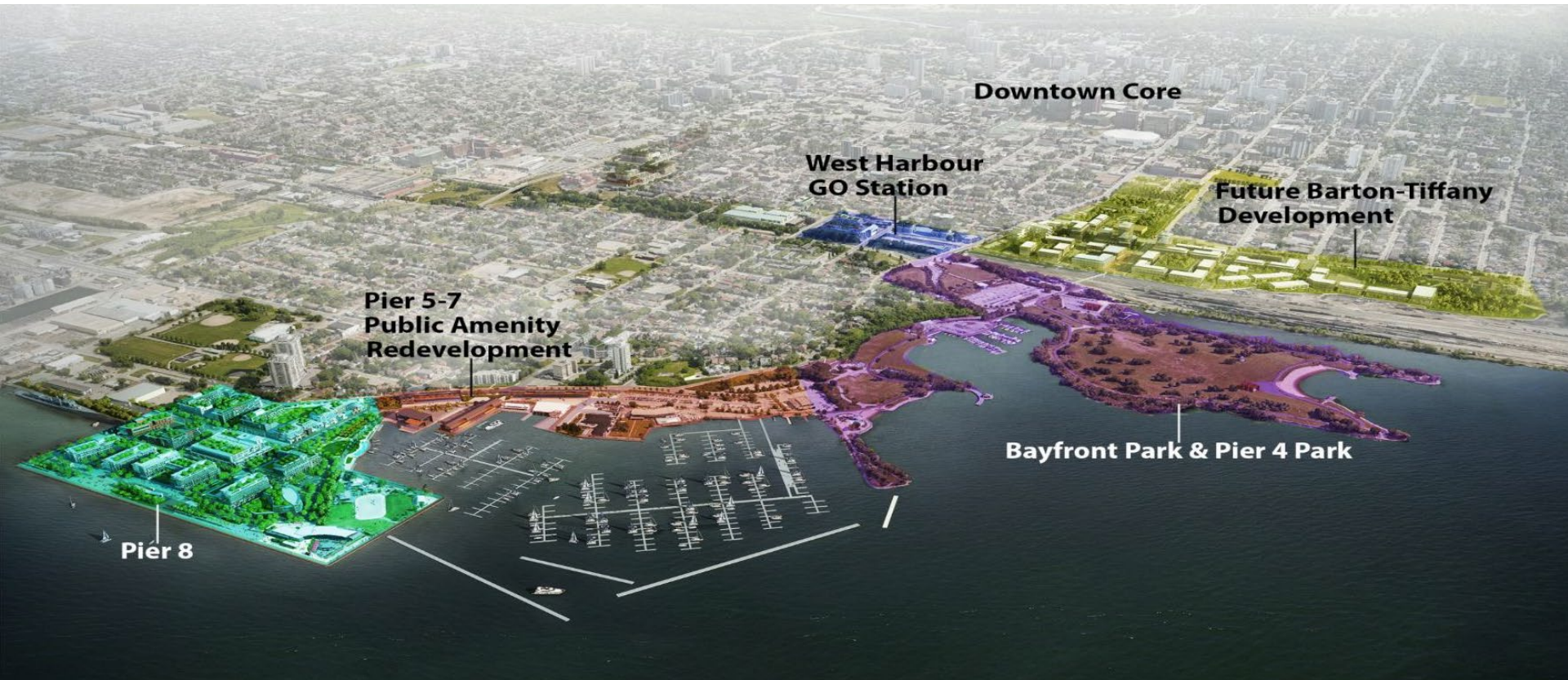
Presentation Overview - Report PED23039

1. Purpose of Report PED23039
2. Review of the West Harbour Waterfront and Pier 8
3. Pier 8 Development Plan Overview
4. Pier 8 - The “Greenway”
5. Limiting Traffic Movements with the Consolidation of Parking on Pier 8
6. Next Steps
7. Report PED23039 Staff Recommendations

Purpose of Report PED23039

1. Outline the inherent qualities of permitting the consolidation of underground parking throughout the Pier 8 site
2. Examine the link between the Pier 8 “Greenway” project and the Pier 8 Development
3. Seek authority to undertake the required actions to enable the consolidation of below-grade parking structures as part of the Pier 8 development including:
 - necessary zoning By-law Amendment application;
 - the negotiation and creation of below-grade strata transactional agreements; and
 - the examination of potential below-grade public parking opportunities on Pier 8.

West Harbour Waterfront Districts



City-Owned West Harbour Waterfront Lands

The West Harbour Waterfront is a City-Owned Public Waterfront



 - City-Owned & Controlled Public Lands

Pier 8 Development Overview



Pier 8 Private-Sector Residential & Commercial Development



Pier 8 – City-owned Lands & Public Spaces

Pier 8 Development – By the Numbers



- 12.5 Ha (30.8 acres) Total Gross Area
- 5.44Ha (13.44 acres) Total Net Area of 9-Development Blocks
- 129,000 sq. m (1.4 million sq. ft) Total Gross Floor Area
- 1,645 residential units
- 120,000 sq. m or 1.3 million sq ft) Residential
- 6,440 sq. m (70,000 sq. ft) leasable commercial space
- Approx. 1,422 Proposed Underground Parking Spaces

- % Private Development: 42.6% of Pier 8
- % Street Network: 18.8% of Pier 8
- Open Space: 38.6% of Pier 8

Pier 8 – The “Greenway”



Pier 8 – The “Greenway”

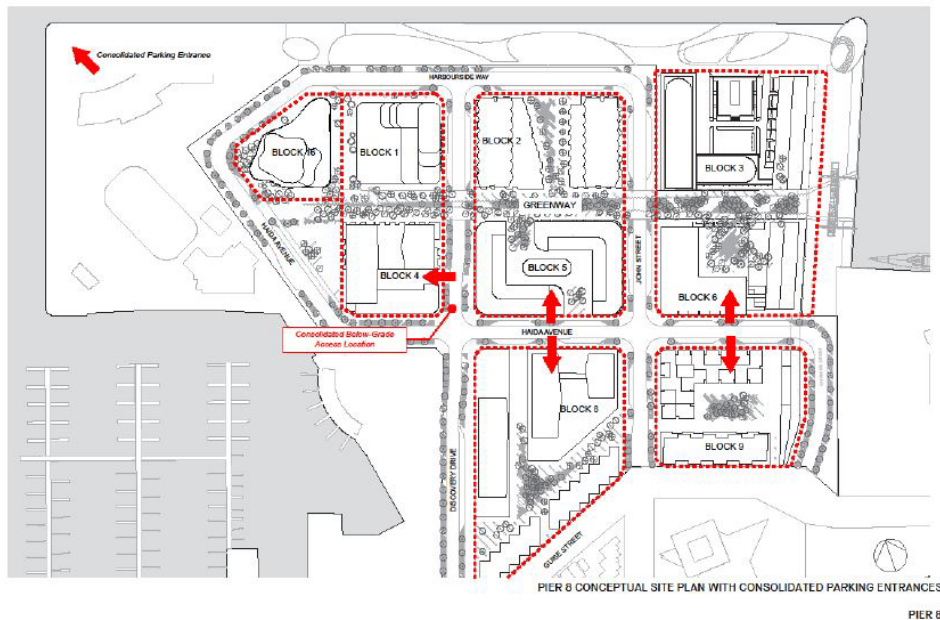


- Established May 2016, Council Approval of Pier 7 and 8 Urban Design Study (Brook McIlroy)
- The Pier 7 and 8 Design Study was guided by the planning framework of the Setting Sail and translates its policy text in a visual way to guide the future development of Pier 7 and 8
- The urban design guidelines contained in this Study informed the zoning for Pier 8
- Within this Study, the concept of the Greenway was introduced which is described as a new “Green Street” connection from east to west with a dual role of sustainable infrastructure and public amenity space
- The open space is framed by new residences and has activity anchors at the east and west boundaries of the open space

Traffic Movements & Parking Consolidation

Permitting Underground Parking Beneath the Greenway

Pier 8 Conceptual Site Plan with Consolidated Parking

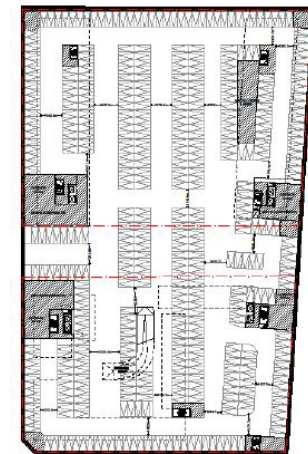
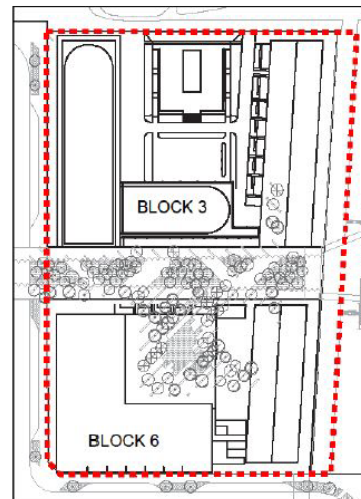
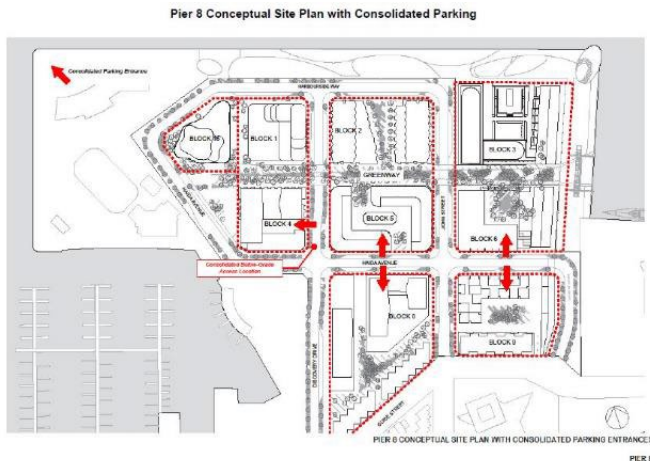


- Efficient use of land
- Consolidates parking and access points
- Keeps vehicular movements to the southern portion of the site
- Limits the vehicular movements to the North of the site near the water's edge
- opportunity to accommodate additional public parking spaces
- financial benefit to the City

Conceptual Traffic & Parking Plan

Blocks 3&6

Pier 8 Blocks 3 & 6 Underground Parking (Surface and Below-Grade)



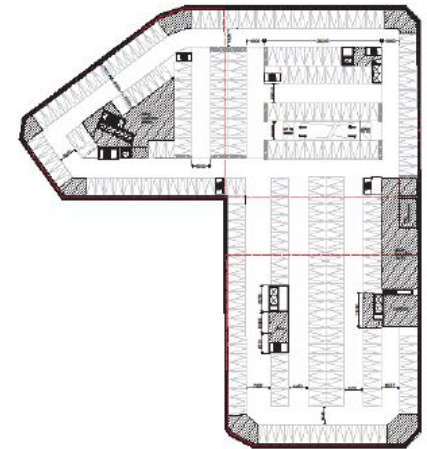
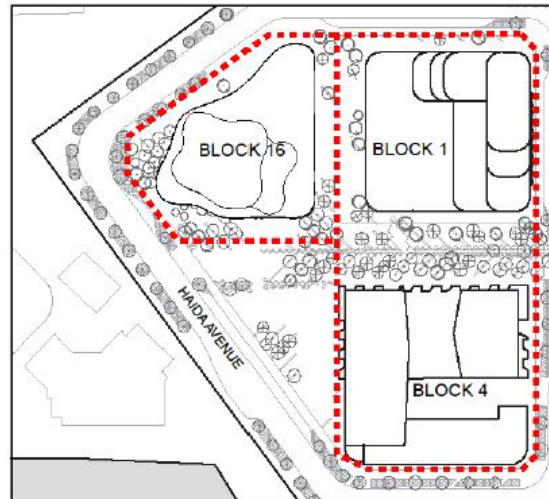
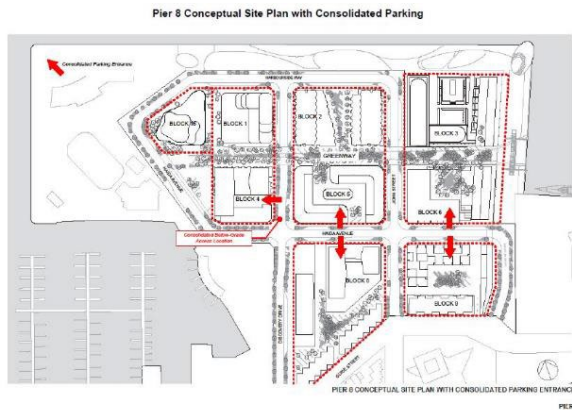
CONCEPTUAL SITE PLAN & SUB-SURFACE PARKING FOR BLOCKS 3 & 6

PIER 8

Conceptual Traffic & Parking Plan

Blocks 1, 4 & 16

Pier 8 Blocks 1, 4 and 16 Underground Parking (Surface and Below Grade)



CONCEPTUAL SITE PLAN & SUB-SURFACE PARKING FOR BLOCKS 1, 4 & 16

PIER 8

Next Steps

1. Re-Zoning Application for the Greenway to allow the below-grade parking

- current zoning of the Greenway does not permit underground required parking associated with private development
- Blocks 12, 13 and 14 of Pier 8 are zoned Conservation/Hazard Lands (P5)
- a Zoning By-law Amendment is required to create a Special Exception to allow “underground parking” as a permitted use for the Greenway
- MLDO to submit a Zoning By-law Amendment application

2. Required Real Estate Processes

- Need to Define the property limits and description of the below-grade strata lands for disposition
- Ensure the surface portion of the Greenway will continue as originally planned which is to maintain these lands within public ownership and serve a dual land use function intended to convey stormwater and as a pedestrian corridor
- Negotiate the requisite agreements towards the disposition of the defined below-grade strata lands
- Protect the City’s interests by way of establishing reciprocal rights and obligations to be included in the agreements to be negotiated

Report PED23039 Recommendations

RECOMMENDATIONS

- a) That staff of the Municipal Land Development Office be authorized and directed to submit a City-initiated Zoning By-law Amendment application to permit underground parking within the below-grade strata land within the Pier 8 “Greenway” defined by Blocks 12, 13, and 14 as shown on Appendix “A” to Report PED23039;
- b) That, subject to Council’s future approval of the Zoning By-law Amendment outlined in Recommendation (a) to Report PED23039, the below-grade strata land within the Pier 8 “Greenway” defined by Blocks 12, 13 and 14 as shown on Appendix “A” to Report PED23039 be deemed surplus for the purposes of disposition, and staff of the Corporate Real Estate Office be authorized and directed to negotiate agreements with Waterfront Shores Corporation (WSC) for the disposition of the subject below-grade strata land, while retaining full public ownership of the above-grade Greenway, on terms and conditions that align and are consistent with the Pier 8 Development Agreement between the City of Hamilton and WSC, and such other terms and conditions deemed appropriate by the General Manager of the Planning and Economic Development Department, and report back to General Issues Committee for approval;

Report PED23039 Recommendations

RECOMMENDATIONS

- c) That staff be directed to explore the opportunity to accommodate public parking spaces within the Pier 8 development blocks, including consideration of how it could fit within a transaction structure of the proposed disposition of below-grade strata land within the Pier 8 “Greenway” defined by Blocks 12, 13 and 14 as shown on Appendix “A” to Report PED23039, and report back to General Issues Committee;
- d) That funding of all costs associated with the rezoning and potential disposition of below-grade strata land within the Pier 8 “Greenway” defined by Blocks 12, 13 and 14 as shown on Appendix “A” to Report PED23039, up to \$200K, through the West Harbour Capital Project Account No. 4411806107, be approved.



Hamilton

THANK YOU