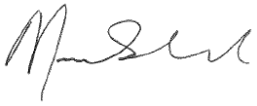




## INFORMATION REPORT

<b>TO:</b>	Chair and Members West Harbour Development Sub-Committee
<b>COMMITTEE DATE:</b>	May 29, 2024
<b>SUBJECT/REPORT NO:</b>	West Harbour Re-Development Plan - Status Update (PED17181(g)) (Ward 2)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Chris Phillips (905) 546-2424 Ext. 5304 Ed English (905) 546-2424 Ext. 5461 Sarah Ehmke (905) 546-2424 Ext. 7505 Andrea Smith (905) 546-2424 Ext.
<b>SUBMITTED BY:</b>	Norm Schleeahn Director, Economic Development Planning and Economic Development Department
<b>SIGNATURE:</b>	

### 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”;

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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.

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- 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); and,
- November 7, 2023, West Harbour Development Plan – Status Update (PED17181(f)).

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 Piers 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;

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

This Report emphasizes the progress from Q4 2023 to Q2 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 Copsps Pier Park and at the Discovery Centre. Programming has been created to complement existing experiences offered by the Hamilton Waterfront Trust (such as music programming, skating and harbourfront tours by trolley, bike, and boat) and Parks Canada (HMCS Haida) and was incorporated into the 2023 Grey Cup pre-game festivities with the Grey Cup arriving to Hamilton at Pier 8.

In 2023, animation and programming activities drew over 26,000 people to the waterfront for the Pop Ups at Pier 8 event series (July-August) and the Sonic Runway temporary art installation (November). In addition, City staff closed a portion of John Street North and Harbourside Way to pilot a road mural project with local artists Clear Eyes Collective. A summary of the 2023 programming highlights is attached as Appendix "A" to Report PED17181(g).

City staff are planning the following programming and animation activities for 2024 funded through the West Harbour Waterfront Animation and Programming capital project ID 4412306105:

- Return of the Pop-Ups at Pier 8 event series that will take place over several weeks featuring movie nights, pop-up markets and family programming;
- Approaching several other community groups to animate spaces with live music and free public activities;
- New heritage-based programming to help connect people to the stories of the waterfront and help achieve goals of the Hamilton Civic Museum Strategy;

- Animate the temporary road closures at Pier 8 to help enhance the pedestrian experience; and,
- Considering programming options for Piers 6 and 7 as more space becomes available for public use.

## **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:

- i. 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,
- ii. 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.

The proposed timeline expects the Hamilton Public Library to complete its work on the Proposed Concept by Q1 2026, with a report back to the West Harbour Development Sub-Committee in Q2 2026 with recommendations respecting the Proposed Concept for the Discovery Centre building. The attached Appendix "B" to Report PED17181(g) contains a summary of the status of the project.

## **3. Pier 8 – Temporary Road Closures**

As part of the Pier 8 development plan was the construction of the roads. These roads are currently unassumed and are known as Harbourside Way, Haida Avenue, Discovery Drive, and John Street North. These roads serve current uses such as the Discovery Centre, Williams Café, and Cops Pier Park as well as will serve future mixed-use/residential development. The road segments serving future development are not currently required to be open to vehicular traffic as development on several of the subdivision blocks does not yet exist.

On April 14, 2023, the Sub Committee received Report PED23078 which outlined the various interim initiatives that are planned within the West Harbour area during the current construction phase to support the transition from construction projects to new public spaces that people enjoy, and to a new mixed use/residential neighbourhood that people will live and work in. The various strategies include

animation programming, temporary road closures, temporary parking lots with lot improvements, temporary sidewalks, site beautification and enhancements, and temporary uses.

On April 5, 2024, the planned temporary road closures were fully implemented on Pier 8 to enhance pedestrian safety and facilitate active transportation on the Pier 8 Road segment. The specific road segments that have been temporarily closed include the eastern segment of Harbourside Way; John Street North, between Guise Street East and Harbourside Way, and the eastern portion of Haida Avenue between Catharine Street North and Discovery Drive. These road closures are intended to be monitored and the results will be evaluated between now and April 5, 2025.

#### **4. Pier 8 Greenway**

In line with the “Piers 7 and 8 Urban Design Guidelines”, the approved Draft Plan of Subdivision establishes a public right-of-way referred to as the “Greenway”, which is envisioned to serve as part of the storm water management infrastructure and a public pedestrian corridor. Consistent with the contractual Development Agreement between the City and the Council approved Pier 8 development consortium Waterfront Shores Corporation, the developer will be responsible for building this project, with the City having full approval over the specifications, design, and budget.

The city retained the award-winning Canadian design firm Gh3\*, to work with City staff to develop a set of design guidelines to inform the final design of the Greenway as it is built in coordination with the phased Waterfront Shores development.

In the spring of 2023, as Waterfront Shores Corporation, advanced detailed designs of the various development blocks, an opportunity emerged to enhance the Pier 8 vision. This opportunity consists of permitting the consolidation of underground parking beneath the “Greenway” while retaining the surface portion of the Greenway as an east-west pedestrian corridor across nine development blocks on Pier 8.

On April 26, 2023, Council approved Report PED23039 recommendations which generally authorized and directed staff to: proceed with various planning and real estate processes relating to the “Greenway”; to facilitate the inclusion of underground parking below the “Greenway”, while retaining public ownership and access to the at-grade portion of the “Greenway”; and to negotiate an agreement with Waterfront Shores Corporation; and, to report back to General Issues Committee upon completion. In October 2023, Council approved a zoning by-law amendment to permit underground parking within the Greenway, and the zoning is now in force and effect.

Following approval of the rezoning application, staff commenced negotiations with Waterfront Shores Corporation to define the terms and conditions of the Greenway disposition agreement. Staff are currently preparing a report to General Issues Committee to seek delegated authority enabling any required revision to the Pier 8 Development Agreement, and the execution of all relevant agreements and instruments to complete the required real estate processes and legal agreements enabling underground parking within the Greenway, the stratification of the Greenway land, while enabling the continuation of the publicly accessible pedestrian corridor to remain in the City's ownership.

## **5. Piers 6 and 7 Public-Space and Commercial Village Construction**

The Piers 6 and 7 projects will transform 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 boardwalk, that cantilevers over the water's edge in many places. Phase 1 was completed in December 2022.

Phase 2 includes 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 final completion and public access being restored by summer 2024. Although significant progress has been made, several projects were delayed by a variety of factors including contract management, supply chain and labour issues. Elements in the final stage of completion include small segments of the landscaping stone, final grading and temporary gravel in the future development-block areas along Guise Street, and the finishing asphalt layer for the waterfront trail. As the Piers 6 and 7 projects span over 2.26 hectares, re-

opening the area for public access is a priority, therefore the construction fencing will be removed from most of the site once the landscaping work is complete. Any fencing remaining will be limited only to the specific areas of on-going construction.

## **6. Pier 8 – Gateway Park**

With the south entrance located at the intersection of Guise Street and the new Discovery Drive, the Gateway Park will be a new park-space that welcomes visitors into the Pier 8 area. Stretching northward along Discovery Drive to the new Haida Avenue, this triangular shaped park will join and complement the Pier 7 Boardwalk and boat slips project that was completed and opened in 2016.

On November 7, 2023, Report PED17181(f) stated that this project had been re-scheduled until after the completion of the adjacent Piers 6 and 7 projects, to limit any construction conflicts and to ensure continuity. The City's cyber-security incident has also impacted the timing of the construction tendering process, that will further delay the start of this project. As staff expect the Piers 6 and 7 work to be completed by the summer of 2024, the tendering process will proceed, with construction expected to begin by Q3 2024, with completion expected by spring 2025.

## **7. New Piers 6 and 7 Public Buildings – Design Competition**

A key element of the West Harbour Redevelopment Master Plan is the construction of two publicly owned buildings within the Piers 6 and 7 lands. With a vision of creating an indoor programming anchor to the new pedestrianized public-space at the water's edge, these buildings would allow for publicly accessible space that would complement the envisioned private uses intended to occupy the four development blocks of the commercial village.

Staff have begun the process of preparing a design competition for the Piers 6 and 7 building design. Conceptually, the design competition will be conducted in three phases: Phase 1 will include creating a conceptual program for the buildings; Phase 2 will be the implementation of the design competition, and Phase 3 will be the construction phase.

Staff have completed the initial Phase 1 work by creating a high-level feasibility plan for the buildings and their respective programs. A Request for Proposal process is being prepared to retain the services of a Professional Advisor to lead the design competition. Once retained, community engagement as well as engagement with the architectural design industry will begin. Phase 2, which includes the competition, is expected to begin in June 2024 and be completed by the end of Q1 2025, with Phase 3 beginning later in 2025.

## **8. Pier 7 Sailing School Retractable Bridge**

During the process of developing the West Harbour Waterfront Recreation Master Plan, a conflict of uses was identified between the on-water activities within the Royal Hamilton Yacht Club Sailing School basin, and the desire to create the new public boardwalk built continuously along the water's edge. To address this conflict, the Master Plan calls for the design, build, and installation of a non-fixed moveable bridge in this location.

A high-level conceptual cost estimate was obtained in 2020, and \$1.5 million was approved in the 2019 Capital Budget for the design and construction of the bridge. Staff have begun the process of establishing detailed cost and scheduling estimates. Early indications revealed the cost estimate being in-line with expectations and that tendering could take place in during 2024, with fabrication and installation expected in 2025.

Initial discussions have begun with the Royal Hamilton Yacht Club, to establish an engagement framework for the design process, the construction schedule, as well as the long-term operating model for the bridge. These discussions will continue as the process evolves, as well as a broader community engagement plan will be implemented and communicated through the West Harbour webpage.

Although issues surrounding the City's cyber-security incident has impacted the tendering process, discussions have continued with potential design and fabrication professionals. Staff are preparing a detailed timeframe and will report back to the Sub-Committee by the end of Q3 2024.

## **9. Macassa Bay Renewal**

Council has directed staff 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. The project is currently within the planning stage to develop the project plan, including the preparation of a community partners engagement strategy. The goal of the strategy is to develop a new vision for Macassa Bay and a process to implement the vision, in partnership with members of the Indigenous community based on a collaborative engagement process.

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 and Engineering Services. Engagement with members of the Indigenous community will commence this June as part of developing the concept for Macassa Bay



renewal. 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](http://www.hamilton.ca/westharbour).

## **10. Status of Pier 8 Development**

Council approved Waterfront Shores Corporation as the Preferred Proponent for the Pier 8 Development and on September 11, 2019, and Council approved Confidential Report PED14002(i), entitled Pier 8 Development Agreement between the City of Hamilton and Waterfront Shores Corporation, identifying the framework to be used within the negotiated Development Agreement. The Development Agreement, which outlines the contractual business relationship between the parties, was executed on November 1, 2021, and 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.

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.

As per the terms of the Development Agreement, Waterfront Shores has submitted a phasing plan for the development-blocks and will begin the process of presenting a development pro-forma and cost consultant report for the City's review, which is the first step in the appraisal and disposition process. This process is expected to be completed by the end of May 2024. Staff will report back to the Sub Committee on the status of the development in subsequent meetings.

## **11. Long-Term Parking for West Harbour Area**

Addressing long-term parking needs in the waterfront area remains an outstanding issue. At present, parking is serviced by shared surface lots with marina and boating users, commercial tenants, and customers, as well as the general public collectively utilizing the existing spaces. Although acceptable at present, it is expected there may be a long-term parking shortage for the entire West Harbour project area, mainly because of the elimination of existing surface parking spaces as these lots are re-developed over time.

Initial traffic and parking studies suggested the optimal solution would be to disperse the future parking need over several parking lots and/or structures, spanning the entire West Harbour area, as well as employing traffic-demand management strategies.

On January 22, 2020, Council approved GIC Report 19-004, including Information Report PW17076(a) entitled Piers 6-8 Interim Parking, which advised Council about the preferred interim parking plan throughout the construction period. Subsequently, Report PED23079 entitled Pier 8 Redevelopment Work Plan Overview and Upcoming Initiatives, as well as Report PED23078 entitled West Harbour Redevelopment: Interim Conditions and Transition Plan, both dated April 14, 2023, outlines the plan for the temporary road closures, parking lot improvements, and sidewalks for the Pier 8 area during the transition towards its built-out state, including where public parking can be accommodated on various blocks until construction commences.

With the future for Piers 6 and 7 area to become a commercial village including restaurants, cafés, retail, and other recreational uses, addressing future parking requirements for these areas also needs to be explored. As a result of the Local Planning Appeal Tribunal (now referred to an Ontario Land Tribunal) Settlement for Official Plan Amendment 233, it has been determined that any parking required to support the Piers 6 and 7 areas would need to be located north of Guise Street, be limited to the height of Bay Street grade, and contain suitable features to limit the visual impact.

Potential parking solutions could range from the City building additional parking capacity within the waterfront area in the form of new or expanded surface lots or parking structures or could explore opportunities to partner with the Pier 8 development consortium Waterfront Shores, to co-locate some element of public parking into their development, which they have expressed an interest in.

Staff have begun the process of updating and revising the parking assumptions from previous studies, as well determining reasonable assumptions for both the existing and future public-uses for the area. Staff have also begun discussions with Waterfront Shores to explore the opportunities for including public-parking within their phased-development plan, as well as developing a proposed framework that can guide future agreements. Staff expect to report back to the Sub-Committee on its findings and with recommendations for the short, medium, and long-term parking supply requirement in subsequent meetings in 2024, as well as recommendations for complementary parking strategies such as introduction of paid-parking and on-street-parking.

#### **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PED17181(g) – Waterfront Animation and Programming 2023 Highlights

Appendix “B” to Report PED17181(g) – Discovery Centre Project Update